

Cornell University Library

Ithaca, New York

BERNARD ALBERT SINN

COLLECTION

NAVAL HISTORY AND BIOGRAPHY

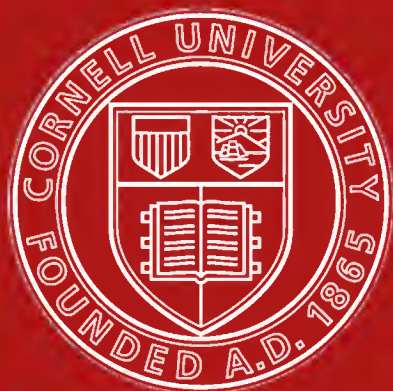
**THE GIFT OF
BERNARD A. SINN, '97
1919**

Cornell University Library
DA 87.1.N42C56

Life of Lord Viscount Nelson, duke of Br



3 1924 027 918 055 olin,ove2



Cornell University
Library

The original of this book is in
the Cornell University Library.

There are no known copyright restrictions in
the United States on the use of the text.

<http://www.archive.org/details/cu31924027918055>



R. B. W. del.

W. H. Worthington sculp.

Published by R. Bowyer, 80, Pall Mall, London, March 2, 1808.

THE
L I F E
OF
LORD VISCOUNT NELSON,
DUKE OF BRONTÉ, &c.

By T. O. CHURCHILL.

ILLUSTRATED BY
ENGRAVINGS
OF ITS MOST
STRIKING AND MEMORABLE INCIDENTS.

LONDON:

PRINTED BY T. BENSLEY, BOLT COURT,

FOR J. AND W. MACGAVIN, 107, NEW BOND STREET; AND SOLD BY R. BOWYER, 80, PALL
MALL; LONGMAN, HURST, REES, AND ORME, PATERNOSTER ROW; RIVINGTONS, ST.
PAUL'S CHURCH YARD; WHITE, FLEET STREET; PAYNE, PALL MALL;
FAULDER, NEW BOND STREET; CARPENTER, OLD BOND STREET;
ARCH, CORNHILL; BLACK, PARRY, AND KINGSBURY,
LEADENHALL STREET; HARDING, ST. JAMES'S
STREET; AND SHEPPARD, BRISTOL.

1808.

LL
24

DA
87
.1
N42 C56++

TO

THE KING

THIS WORK

IS,

WITH HIS MAJESTY'S GRACIOUS PERMISSION,

MOST HUMBLY INSCRIBED,

BY

HIS FAITHFUL AND DEVOTED

SUBJECT AND SERVANT,

ROBERT BOWYER.

P R E F A C E.

THE object of the following memoirs, published under his Majesty's patronage, has been, to give a faithful and authentic account of a man who rapidly filled a glorious career of such splendid actions, as can seldom fall to the lot of a single mortal: and by the aid of the graver to exhibit to the eye the most striking scenes of his life, which cannot fail it may be presumed, to be highly interesting. As a proof how much fidelity of representation has been studied, where it was to be obtained, it may be proper to inform the reader, that Mr. Bromley, whose reputation stands too high to need our praise, went to Chatham for the purpose of making an accurate delineation of such parts of the Victory, as were necessary to be introduced into the scene of the hero's fall; and by conversing with those who were present on that mournful occasion, he has been enabled to represent it with the greatest truth and fidelity, in the manner in which it really happened. Several artists too were stationed to make drawings of the funeral procession, and of the ceremony in St. Paul's, from the different points of view; so that their faithfulness may be depended upon, as may that of the representations of the coffin and funeral car.

The letter, of which a *fac-simile* is given, will be sufficient to exemplify his hand-writing; and if fewer have been copied than was at first intended, it was for the purpose of reducing the price of the work

within a moderate compass; at the same time that such as are introduced in the course of the narrative will be found characteristic of the man, and not foreign to the purpose.

Should the reader miss a few anecdotes, that have been detailed in various publications; let him bear in mind, that it was our object to insert nothing, of the authenticity of which we were not fully persuaded: at the same time they are of no importance to the general character of the hero, which was too strongly marked in the whole tenour of his life to be mistaken. For the authenticity of such as appear here for the first time we can safely vouch.

The memoir written by himself having been already before the public, and being merely a brief enumeration of facts, that are here given more at large, to have introduced it would have been superfluous.

With these few preliminary remarks, we submit to the candid reader the following brief, but we trust faithful, memoirs of a man, who will ever be marked among the few, that appear to be called forth occasionally to meet the exigencies of the times, and effect the purposes of Providence. In whatever light we view him, he claims all our admiration. From the earliest period of his life he appears to have possessed that unappalled courage, which is a stranger to fear, though divided by a delicate line from that fool-hardiness, which is blind to danger. Bravery, however, though essential to a hero, is but an inferior feature of his character, which he shared with many of the meanest of his followers. He possessed that sound judgment, which always knows how to act; that promptness of decision, which seizes as it were intuitively the proper moment for action; and that firmness, which no threat, no authority, no dread of blame in case of failure, could deter from pursuing what he felt to be right. He was not the warrior alone, but the statesman also; and, whether we view him at sea or on shore, in the

day of battle, or in the hour of negotiation, he claims equally our applause. Add to these the care and attention he bestowed on the health and comforts of his seamen, which, in conjunction with his courage, notwithstanding his strict regard to discipline, rendered him the idol of those under his command; the modesty with which he attributes to others the highest degree of merit, while he passes over what relates to himself in silence; and the piety with which he ascribes to God what too many in the present day would have been inclined to arrogate to themselves. To particularize the instances, in which these features are severally marked, would be superfluous: they are all conspicuous in the various actions here recorded. But we must not omit to animadvert on one imputation, which his enemies have laid to his charge; and to which even some of his friends, from a superficial view of things, have been led to give credit: the imputation of vanity, which is inconsistent with a virtue we have just attributed to him.

The modest man, who, with a mind capable of conceiving perfection, is sensible he has not reached what it is indeed impossible for man to attain, if he love glory, will be desirous of public applause; as it will convey to him the gratifying sentiment, that he has not entertained too high an opinion of himself, and that he has not sought after fame in vain. Such a man will appear to be actuated by motives of vanity, and thus labour under an imputation he by no means deserves. But the vain man seeks the strongest breath of incense for its own sake: if he be but exalted above his fellows, whether it be by his merit or their demerit, by the voice of flattery or the acclamations of fear, it matters not to him; to be distinguished from the herd is all he seeks. The man of real worth would rather be the last in a band of heroes, than the lord over a herd of slaves; and, if he be a man of modesty, leaving to others

to place him in his proper rank, he will receive their suffrages with pleasure, that may perhaps make him appear to court them with eagerness.

We do not mean to say, that his lordship was wholly exempt from the failings incident to humanity: man is at best but an imperfect creature. His imperfections, however, were not of a nature to affect his public character: they served only as shades, to mark him for a mortal.

LIFE OF LORD NELSON.

THOUGH it is now obvious to every one, that the ocean affords not only the most ready and convenient medium of intercourse between remote parts of the globe, but the means of annoying an enemy with most facility, and at the same time the securest protection, to those who are masters of the sea, it was long before men were sensible of it's value, which even now is but beginning to be justly appreciated. It is true there were nations, even in remote ages, who availed themselves in some degree of the resources it offers. The Phenicians cultivated the art of navigation with success; and Tyre and Sidon acquired both opulence and strength by the pursuit of maritime commerce. From a very feeble beginning, the city of Carthage, originally a Phenician colony, grew into such power by the same means, that she long contended for mastery with Rome; brought that mighty and warlike city to the brink of destruction, not when in it's infancy, but when matured in strength; and had probably completed it's overthrow, but for radical defects in it's own constitution, and the jealousy of party. On this occasion the Romans saw, that a maritime force was indispensable to contend against a maritime people, and created a navy for the purpose. At a subsequent period, too, they perceived the necessity of a fleet, to crush the pirates that infested their seas; and this achievement was not one of the least laurels, that adorned the brow of the great Pompey. Yet though the Romans were compelled, on these and some other occasions, to employ a naval force, they never became a maritime people; but neglected the sea, whenever they could do it with safety.

To all these nations, however, it was for the most part a narrow field, and to them the ocean was nearly circumscribed by the shores of the Mediterranean, and bounded by the pillars of Hercules; though the spirit of enterprise led the Phenicians, indeed, as far as the southern extremity of Britain, and on the

other side of the Strait's Mouth they reached the Canaries, or Fortunate Islands, as they were called by the ancients. These, however, were a kind of Fairy land, except to a very small number.

At a subsequent period, the hardy nations of the north sent forth troops of adventurers on the ocean, who harassed and plundered the defenceless coasts, pursuing their predatory excursions still farther and farther, as they were tempted by success, or repelled by growing resistance, till they entered the Mediterranean, and even reached Sicily, where a Norman pirate established a kingdom, and many of his descendants continued to sway the sceptre.

The British isles, lying so conveniently at hand, were infested at an early period by these freebooters: nor did they receive any material discomfiture, till the talents of the great Alfred fitting out a fleet, the ships of which were of a construction superior to any then known, gave them a complete overthrow. Neither did he suffer his ships to decay, or his sailors to lose their expertness by lying idle in harbour, as soon as this purpose was accomplished; but stationed squadrons to cruise on different parts of the coast, and thus protect their country against invasion.

Of the successors of Alfred, however, most wanted the foresight, and many probably the means, of keeping up a naval force, the necessity for which was not immediately seen. In those times, indeed, the country was by no means ripe for establishing that commerce, which is the only substantial basis of maritime power; nor was the rest of Europe in a state to foster it. The exertions of Alfred, therefore, and his splendid and beneficial successes, could not, at once, change the bent of the nation; but they were an illustrious pre-sage of it's future greatness.

From that period, though it had long intervals of inaction, the energy of British valour on the main occasionally burst forth with great lustre, when duly roused; as the French experienced to their cost, when Edward III attacked a fleet of theirs of four hundred sail, of which he took two hundred and forty, with the loss on their side of thirty thousand men.

The fifteenth century produced a great change in the face of maritime affairs, and opened such a field of enterprise, as the most sagacious mind could

not have foreseen, or the most sanguine have presumed to hope. After the fall of the Roman empire, some of the Italian states, particularly the Genoese, and still more the Venetians, had acquired almost unbounded wealth by their commerce, though confined to the narrow waters of the Mediterranean. But this received a fatal blow, and soon dwindled to nothing, when the discovery of a new continent, equal in extent to Europe and Africa together, and of a direct maritime intercourse with the East Indies, by the way of the Cape of Good Hope, gave such a scope to adventure, as strikes the mind with astonishment; and the more it contemplates the event, and the consequences that have since arisen from it, the more it is filled with admiration.

It was this extraordinary incident, that called forth the spirit and talents of a Drake, a Cavendish, and a Howard; by whom the boasted invincible Armada, a fleet, the very appearance of which was sufficient to appal any but the most determined courage, was forced to falsify it's name, scarcely a shattered remnant of it regaining it's ports.

Since that period a succession of naval heroes has ably sustained the honour of their country, and defended her claim to the proud title of mistress of the ocean. In this career, a Blake, a Russel, a Rooke, a Boscawen, a Hawke, a Rodney, and a Howe, have immortalized their names; and we have now to weep over the bier of a Nelson; who, cut off in the flower of his age, lived long enough for himself, not for his country. Yet the flame that animated his breast is not extinct; and we trust will never be extinguished, as long as the name of Britain remains. Enow of her gallant sons are ready to tread in the footsteps of their immortal predecessors; and, to display their prowess and talents, want but occasion to call them into action.

HORATIO was the fifth son of the Rev. Edmund Nelson, rector of Burnham Thorpe, a village in the county of Norfolk, within a few miles of the sea coast. His mother was Catharine, daughter of the Rev. Dr. Maurice Suckling, a prebendary of Westminster. His paternal ancestors had long possessed a small patrimony at Hillborough, near Swaffham, with the patronage of the living. His maternal, the Sucklings, have been seated at Wotton, in the same county,

near three centuries; and through them he was allied to some noble families, as his mother was the grand-daughter of the late Sir Charles Turner of Warham, in Norfolk, by Mary, daughter of Robert Walpole, Esq. of Houghton, and sister to Sir Robert Walpole, first Earl of Orford, to Horatio, the first Lord Walpole, and to Dorothy, the wife of Charles, Lord Viscount Townshend. It was not for him, however, to boast his pedigree, whose actions would have ennobled any descent.

For his early education he was indebted to the high school of Norwich, and to a private seminary at North Walsham, to which he was afterward removed. But here he remained not long, for, when he was twelve years of age, a favourable opportunity appeared to offer for his outset in that profession, in which he was destined to attain such eminence.

Toward the close of the sixteenth century, Sir Richard Hawkins discovered those islands near the Straits of Magellan, which are known by the name of Falkland; and in the reign of Charles II a settlement on them was planned, but not carried into execution. The conduct of the Portuguese in the Brazils taught Lord Anson the benefit, that might be derived from a settlement near the southern extremity of America; and in consequence his lordship forwarded the scheme, when he presided at the board of Admiralty. The design giving offence to the court of Madrid, and meeting with opposition at home, was again dropped: but it was at length effectually revived by Lord Egmont; and in 1764 Commodore Byron was sent out to form a settlement on those islands, which he did on the western shore of one of them, under the name of Port Egmont. In the same year Mr. Bougainville carried out some colonists, and landed them on the eastern coast. Both these appear to have been ignorant of each other's arrival. The French, who were merely private adventurers, being quickly weary of their scheme, disposed of their fort and other buildings to the Spaniards, who took possession of them in 1766. The dissensions that arose about this period, in the nation, on account of the affair of John Wilkes, it may be presumed, encouraged both the French and Spaniards to meditate a rupture with Great Britain; and as the first step toward it, the Spaniards seized on the settlement of Port Egmont. This was

on the 4th of June, 1770. To avenge this insult to the British flag, an armament was ordered to be fitted out, and a war was expected by many. Captain Suckling; who had eminently distinguished himself in the preceding war, by defeating, with two sixties and a sixty-four, four French ships of the line, a forty-four, and two frigates; being appointed to the command of the *Raisonné*, a sixty-four gun ship, his nephew was taken on board by him as a midshipman. But this prospect soon closed on him; for hostilities were presently stayed by a convention, not much to the honour of our nation, or the credit of those who conducted it.

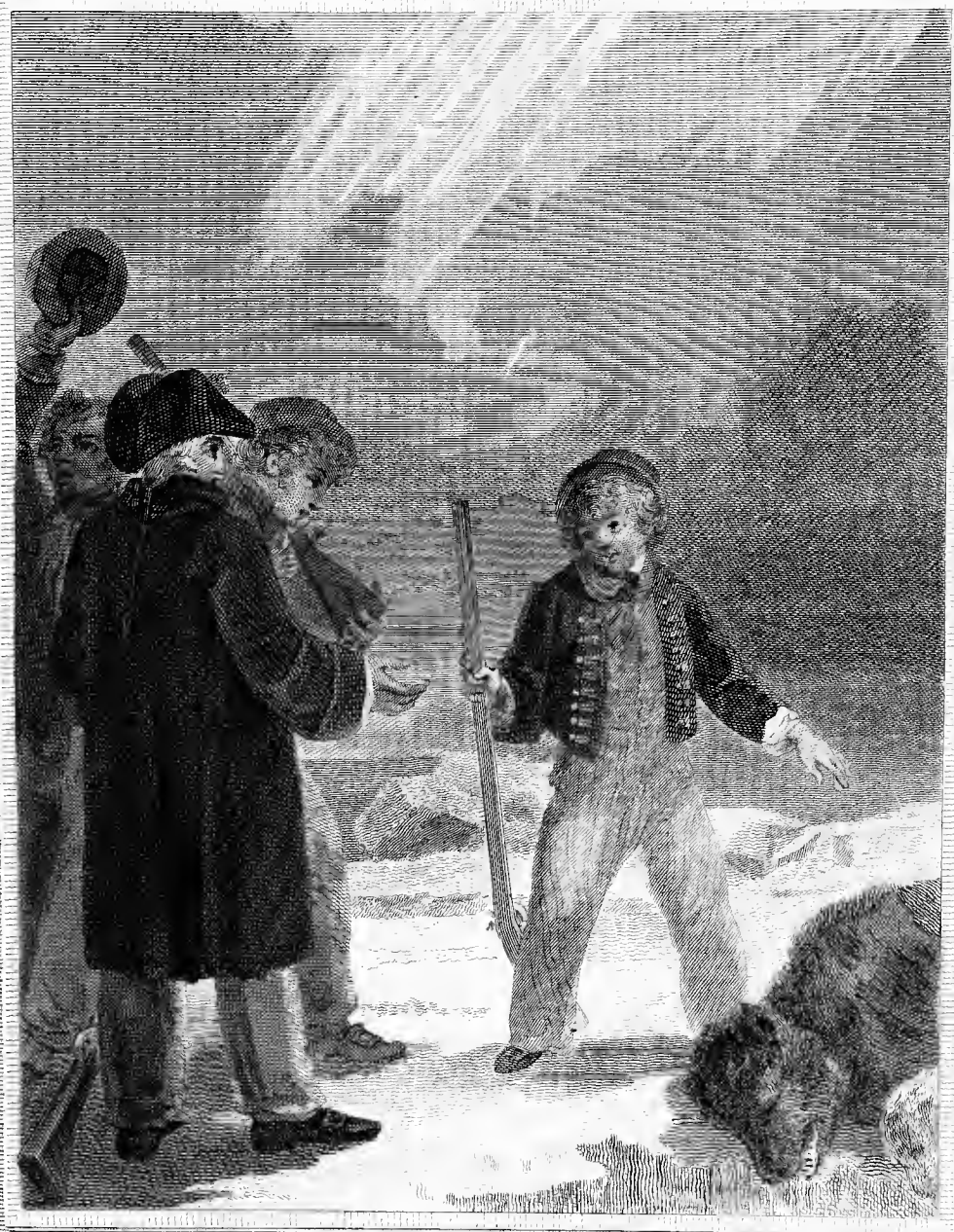
This did not quash the predilection of young Nelson for the sea, and, as he had no longer an opportunity of pursuing his career in the navy, he made a voyage to the West Indies in a merchant-vessel, commanded by Mr. John Rathbone, who had served on board Captain Suckling's ship, in the memorable engagement noticed above. But this voyage was altogether unsuited to the ardent mind of our youthful sailor, and, affording no field for his ambition, he was prepared to quit it with disgust, and embrace some other course of life. Thus he was on the eve of being lost to that profession, of which he proved so illustrious an ornament; but Providence had not destined him to a life of inglorious ease.

Though the dispute with Spain had terminated, and a war had been prevented from immediately taking place, government had the prudence to perceive, that it was necessary for us to maintain a naval force in the East Indies superior to that of the French, who had sent a considerable fleet thither; to protect the West Indies against any attempts of the Spaniards, should a sudden rupture take place; and to be prepared for defence at home, for which purpose twenty of the best ships in the navy were put into commission, to be employed as guardships. When young Nelson returned home from his West India voyage, he found his uncle, Captain Suckling, in consequence of these measures, had been appointed to the command of the *Triumph* of seventy-four guns. To him, therefore, he immediately repaired with alacrity, and was again received upon his quarterdeck.

While we were in this state of preparation, the powers that appeared to

view us with hostile eyes were deterred from proceeding to extremities, and thus a damp was thrown on our young midshipman's ardour, which was ill adapted to the inactive life of a guard-ship. This circumstance, again, would probably have crushed in the bud the future hero, had he not happily been placed under the care of a man, who knew how to avail himself of it, and turn it to advantage. Aware of his ambition to become a thorough seaman, Captain Suckling held out to him as a reward, if he attended to his duty with diligence, that he should be permitted to go in the cutter and decked long-boat, attached to the ship of the commanding officer at Chatham. Thus employment was given to his talents; and hence he became a skilful pilot for the Swin Channel, as far as the North Foreland, and from Chatham up to the Tower. This tended likewise to give him confidence in his abilities, and initiated him into the practice of navigating difficult passages.

When he had made himself master of this business, his mind probably would soon have languished for want of something to employ it. Fortunately, the spirit of discovery, by which the present reign has been so eminently distinguished, was just at this period set in motion. At different times sanguine hopes had been entertained of a north-east or north-west passage to the East Indies, and various unsuccessful attempts to realize them had been made. These attempts, however, were insufficient to produce conviction, that such a passage was impracticable; and, in consequence, two vessels were fitted out, in the year 1773, at the expense of government, for a voyage of discovery toward the north pole. As the greatest danger was to be apprehended from the shocks of vast masses of ice, strength of construction was particularly necessary in the ships; and accordingly two bomb-vessels were chosen for the purpose. The command of the expedition was entrusted to Captain Phipps, afterward Lord Mulgrave, in the *Racehorse*; and he was accompanied by Captain Lutwidge, now an admiral, in the *Carcase*. They were directed to penetrate as far as possible in a direct course toward the pole, where the sea was asserted by some to be perfectly open; to endeavour to ascertain whether a passage were practicable or not; and to make such astronomical observations as might prove beneficial to navigation.



PURSUITS OF THE BEAR

Brady del

W. H. Worthington sculp

Published by R. Bowyer, 80, Pall Mall, London, March 2, 1864.

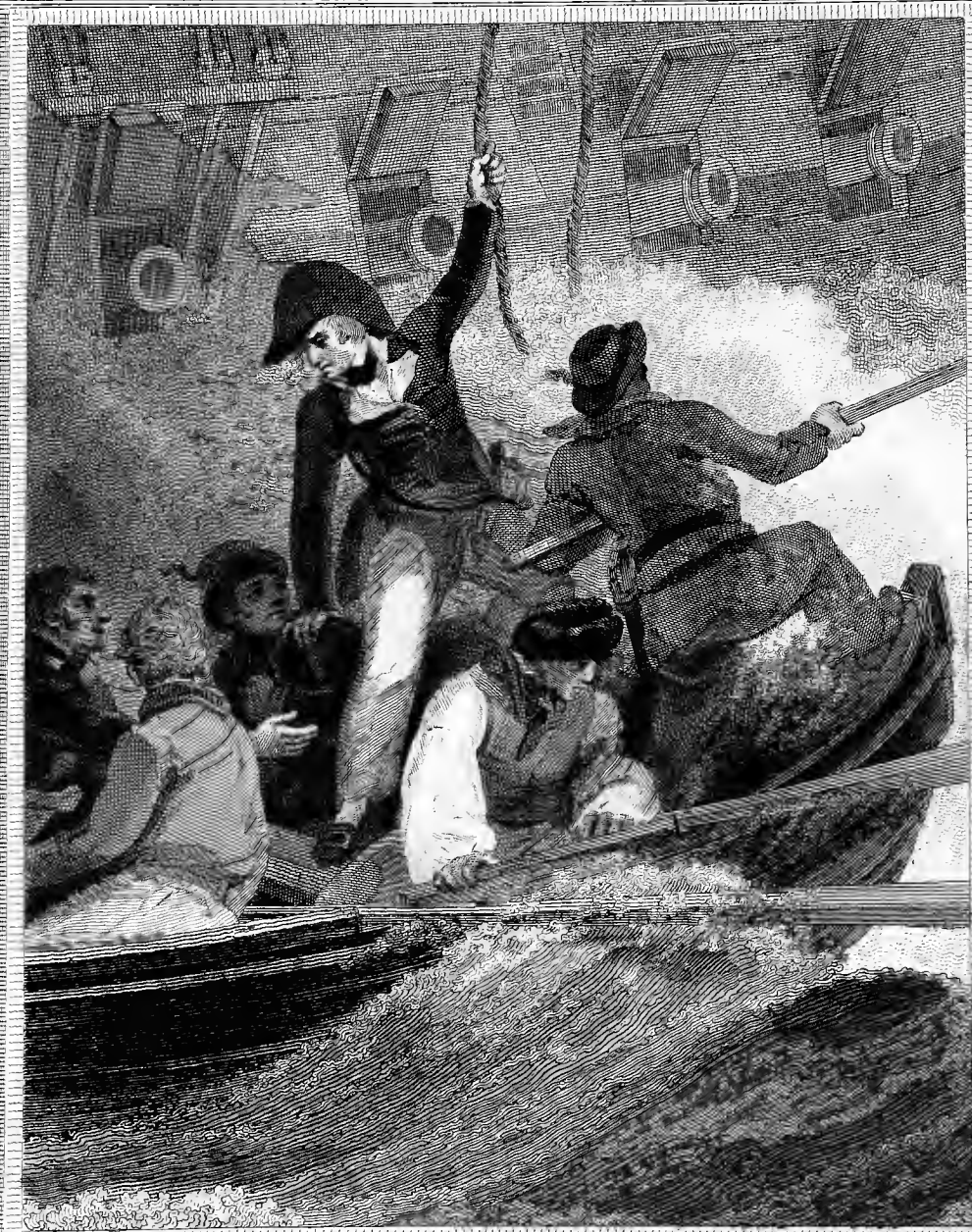
From the hazardous nature of the voyage, and the great hardships the mariners might be exposed to undergo, it was expressly enjoined by the Admiralty, that no boys should be admitted on board either ship. But the enterprising genius of the youthful Nelson impelled him with an irresistible desire to accompany the expedition, and he was so earnest in his solicitations, that Captain Lutwidge was prevailed on to admit him into his ship, in the humble capacity of cockswain. On the 2d of June, which was before he had attained the age of fifteen, the ships sailed; and he conducted himself in such a manner during the voyage, as to obtain the particular notice of the commodore, who was led to form a high opinion of him. Indeed, in such an enterprise, occasions of displaying that intrepidity of mind, which no danger could appal, no hardships subdue, must inevitably occur. On the last day of July, the navigators found themselves in a very perilous situation. Being off the Seven Islands, a cluster to the north of Spitzbergen, in latitude $80^{\circ} 21'$, they suddenly found their ships surrounded by immense fields of ice, and wedged fast between them. They endeavoured to cut a passage to the westward, by sawing through the pieces of ice, some of which were twelve feet in thickness; but their utmost united exertions for a whole day were unable to move the vessels more than two hundred yards. On this occasion, young Nelson was entrusted with the command of a four-oared cutter and twelve men, for the purpose of exploring channels and breaking the ice. It was not till the 9th of August they were extricated from their danger. On the 7th the wind had changed, and on the 9th, the ice having separated, they were carried into the open sea.

Another adventure, that occurred while they lay exposed to this imminent hazard, serves strikingly to mark the character of our youth. On one of those clear and intensely cold nights, he was missing from his ship. Immediate search being made after him, but to no purpose, he was given up for lost. At length, when the sun had illumined the horizon, his astonished shipmates discovered him, armed with a musket, at a great distance on the ice, in eager pursuit of a bear of uncommon size. The lock of his piece having received some damage, it would not go off, and he had pursued the huge

animal in hopes of tiring it out, and dispatching it with the butt-end of his weapon. Being reprimanded by Captain Lutwidge on his return, for quitting the ship without permission, and asked in a severe tone what motive could have induced him to attempt such a rash step; he answered with the utmost simplicity, "I wished, Sir, to get the skin of that fine bear for my father."

When this expedition returned home, having penetrated to the latitude of $81^{\circ} 36'$ north, and traversed seventeen degrees and a half of longitude, between that and 79° , a squadron was equipping for the East Indies. As nothing could be better calculated for the improvement of his nautical skill than such a voyage, the young Horatio immediately sought an opportunity of encountering the extreme of heat, after having just experienced it's opposite, the intense cold of the frigid zone. At the age of fifteen, it cannot be supposed that he should be sufficiently sensible of the imprudence of such a step; or, if he were, that it should have checked the ardour of a favourite pursuit; but it gave his constitution such a shock, as it never afterward recovered. He was in consequence admitted on board the *Seahorse*, of twenty guns, under the command of that brave Captain Farmer, who, in 1779, perished with such calm heroism on board his ship, the *Quebec*, which accidentally took fire in an engagement with *la Surveillante*, a French vessel of much superior force. Here he was, at first, stationed in the fore-top, but soon removed to the quarterdeck; and in this ship he visited almost every part of the Indian seas, from the head of the Persian Gulf, to the extremity of the Bay of Bengal.

His continued ill health, brought on, probably, by the transition from one extreme of climate to the other, induced Sir Edward Hughes, by whom he was always treated with great kindness, to send him home to England, in the *Dolphin*. On the 24th of September, 1776, this ship was paid off at Woolwich; and, on the 26th of that month, he received from Sir James Douglas, harbour admiral at Portsmouth, an order to act as lieutenant of the *Worcester* of sixty-four guns, Captain Mark Robinson, then under sailing orders for Gibraltar with a convoy. On board this ship he remained only till the following spring; and though the weather happened to be uncommonly boisterous during the greater part of this time, while on a winter's



BOARDING THE AMERICAN.

W. Bromley del.

W. H. Worthington sculp.

Proof

Published by R. Bowyer, 80, Pall Mall, London, March 13 1868.

cruise in the Bay of Biscay, Captain Robinson had such confidence in his seamanship, that he often observed, he felt as much security at night when Nelson had the watch upon deck, as when the oldest officer on board had the charge of the vessel.

On the 8th of April, 1777, being then but eighteen years and half old, Mr. Nelson passed his examination, and acquitted himself with such ability, that on the following day he received a second lieutenant's commission for the *Lowestoffe*, a thirty-two gun frigate, commanded by Captain William Locker, in which he sailed for Jamaica. While cruising in this vessel a circumstance occurred, that eminently marks the undaunted resolution he was ever known to possess. In a strong gale of wind and heavy sea a sail appeared in sight, to which the *Lowestoffe* gave chase. On coming up with her, she proved to be an American letter of marque, and struck to the British frigate. The *Lowestoffe's* boat was hoisted out immediately, and the first lieutenant sent to take possession of her; but the sea ran so high, that he durst not venture to clap her on board, and returned without effecting his purpose. "Have I then no officer that can board the prize?" exclaimed Captain Locker, with vexation. On this the master, who was near the gangway, was just going to jump into the boat, when he found himself suddenly stopped by Lieutenant Nelson, who caught him by the arm, with these words: "'Tis my turn first: if I come back, 'twill be yours." The reader will, of course, anticipate the event: the gallant youth achieved, what his senior was afraid to attempt.

A small schooner being equipped as tender to the *Lowestoffe*, our young lieutenant solicited the command of her, as a post in which his active mind would find more occupation. Of this situation he availed himself, to acquire a more perfect knowledge of the coasts, and render himself a complete pilot for many intricate passages, particularly those among the Keys, or clusters of small islands and rocks, to the north of Hispaniola.

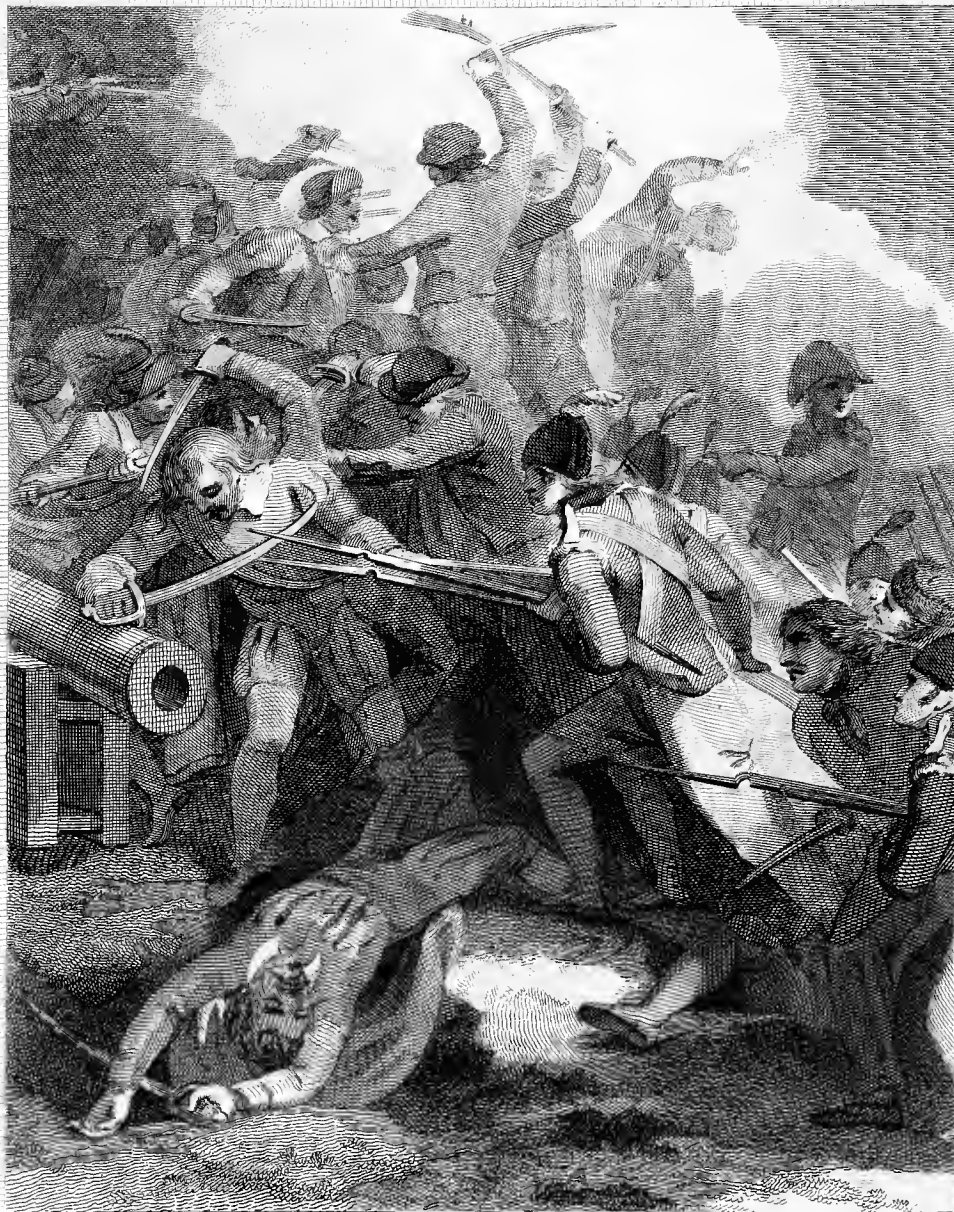
In 1778, Rear Admiral Sir Peter Parker arrived on the Jamaica station, and soon after appointed Mr. Nelson third lieutenant of the *Bristol*, of fifty guns, on board which he carried his flag. In this ship he was, in a short time, advanced by rotation to the post of first lieutenant, and on board her his ser-

vices in this station terminated; as on the 8th of December he obtained the Badger brig, with the rank of master and commander. In this vessel he received orders to protect the Moschetto shore and Bay of Honduras, against the depredations of the Americans; which service he so ably performed, that, when he quitted this station, he received the unanimous thanks of the settlers, with expressions of their deep regret.

While the Badger was lying at Jamaica, in Montego Bay, his Majesty's ship Glasgow, Captain Lloyd, arrived there, and in two or three hours was set on fire by the carelessness of the steward in drawing off some rum, which he was stealing out of the afterhold. On this occasion, the presence of mind of Captain Nelson, and his strenuous exertions, were eminently conducive to the preservation of the vessel and her crew.

On the 11th of June, 1779, when he had not yet attained the age of twenty-one, Mr. Nelson was raised to the rank of post captain. He had now been only nine years at sea, and of these he had served but eight in the navy; yet, though so young a man, he had made such excellent use of his time, and displayed his courage and abilities in such a conspicuous manner, that his superiors, who were capable of justly appreciating true merit, could rely with confidence on his doing honour to their appointment. He had made himself not only an excellent seaman, and an able officer, but a skilful pilot; a qualification frequently of the highest necessity, and of the advantages of which he was early sensible, though by too many it is far from sufficiently cultivated. And here let it be observed, since the life of Nelson cannot fail to be considered as a pattern by every young man, whose mind is fired by the ambition of distinguishing himself in the true field of British glory, that neither courage, nor skill, nor judgment alone forms a sufficient basis for promotion. He who would outstrip his competitors, and rise to eminence, must possess them all in the highest degree; for if either be wanting, or even defective, the others will be of no avail, or at least can qualify a man only for a subordinate station.

The Hinchinbrooke of twenty guns was the ship, to the command of which Captain Nelson was now appointed. He was still at Jamaica, when the



STORMING A POST AT SAN JUAN

Brady del.

W.H. Worthington sculp.

Published by R. Bowyer, 60, Pall Mall, London March 11. 1848.

arrival of Count d'Estaing at St. Domingo with a numerous fleet and a large body of troops gave reason for expecting an immediate attack on the chief of our West India islands, and one of the most valuable appendages to the British crown. On this occasion, the command of the batteries at Port Royal, the most important post on the island, was entrusted to Captain Nelson. Here, however, he had no opportunity of distinguishing himself; as d'Estaing, having taken St. Vincent's and Grenada, and been repulsed at St. Lucia, returned to the American coast, without having made any attempt on Jamaica.

In the beginning of the year 1780, an expedition was planned, by Governor Dalling of Jamaica, against Fort Juan, on the river St. John, which is the outlet of Lake Nicaragua into the Gulf of Mexico. A detachment of the 60th regiment, the corps of Royal Irish, and a body of volunteers, under the command of Captain John Polson, were accordingly embarked on board the armed ship *Horatio*, two armed brigs, three armed sloops, and an armed schooner, and sailed from Kingston on the 2d of February, under the direction of Captain Nelson, in the *Hinchinbrooke*. When they reached the Spanish coast, Captain Nelson quitted his ship, to superintend the transportation of the troops up a river, to the navigation of which all the English were total strangers, as none but the Spaniards had visited it since the time of the buccaneers. Not only in this; however, but in the subsequent military operations, did he eminently contribute to the reduction of the fort. He stormed one of the enemy's outposts on an island in the river, constructed fresh batteries, and turned their own guns upon the Spaniards: and it appears from the dispatches of Captain Polson, that scarcely a gun was fired against the fort, but was pointed by Captain Nelson, or by Lieutenant Marcus Despard, who acted as chief engineer.

The health of Captain Nelson, already impaired, suffered considerably by his strenuous and unremitted exertions in such a climate: and though he joined the *Janus* of forty-four guns, to which he was now appointed, taking his passage to Jamaica for the purpose in the *Victor* sloop, it continued rapidly declining, in spite of all the medical assistance that could be given him, and the kind attention he received from Sir Peter Parker. In consequence of this

he was obliged to return to England in the *Lion*, with the hon. Captain William Cornwallis, now Rear Admiral of England.

On his arrival he was sent by the physicians to Bath, where he remained near three months before he recovered the use of his limbs. While he was in London, Captain Locker, under whom he served in the West Indies as lieutenant, and who from that period cherished a sincere friendship for him, was desirous of having his portrait, for which he accordingly sat to Rigaud. Respecting this picture, he thus expresses himself in a letter he wrote to his friend from Bath. "I hope, when I come to town, to see a fine trio in your room. When you get the pictures, I must be in the middle, for, God knows, without good supporters I shall fall to the ground." Agreeably to this request, which marks the natural humility of his disposition, Captain Locker placed his portrait between those of the present admirals George Montagu and Sir Charles Morice Pole.

As soon as his health appeared to be tolerably reestablished, he was eager to solicit employment, and in August, 1781, received the command of the *Albemarle* of twenty-eight guns. With this ship he was stationed in the North Seas till the spring; so that, after having endured the intense heat of a tropical climate, he had to combat the severity of a northern winter.

In the following April he sailed with a convoy, under the command of Captain Pringle, for Newfoundland and Quebec, where he expected to winter: and though he had been told by Mr. Adair, the surgeon general, that, if he were sent to a cold damp climate, it would make him worse than ever, motives of delicacy prevented him from applying to Admiral Keppel, to alter the orders he had received from Lord Sandwich, though many of his naval friends had advised him to make the application, and had no doubt of its success. On this station, however, he continued only till the fall. During this period, as he was cruising off Boston, he was chased by three line of battle ships and a frigate, all of which being better sailers than the *Albemarle*, they gained on him very fast. In this emergency, relying on his skill in pilotage, he ran in among the shoals of St. George's Bank, which soon obliged the larger ships to desist from a pursuit they could no longer continue without

the most imminent hazard. The frigate, however, persevered, and was come nearly within gunshot, when Captain Nelson backed his maintopsail, and prepared for engagement: on this the Frenchman thought it advisable to put about, and return to his consorts. In relating this event, in a letter to an intimate friend, Captain Nelson does not assume the slightest merit to himself, but in the handsomest manner pays a compliment to another, by ascribing the retreat of the frigate to a dressing Captain Salter had giving the *Amazone*, for daring to leave the line of battle ships:

While Captain Nelson was at Quebec, he became enamoured of the daughter of a publican, who had only her beauty to recommend her. Her charms, however, made such an impression on him, that he resolved to make her his wife; and nothing but the strongest exertions of an intimate friend, and his urgent representation of the imprudence of the match, prevented it from taking place.

In October, 1782, he sailed from Quebec, having under his charge a convoy for New York. There he joined the fleet under the command of Lord Hood, with whom he immediately became a candidate for a line of battle ship. His lordship wrote him a highly flattering letter on the occasion, for wishing to leave New York for a station of service, promising him his friendship, and took him with him to the West Indies. On this occasion he did not sail with the fleet, but was kept forty-eight hours after its departure: a circumstance that promised him pecuniary advantage, but which he regretted, lest it should deprive him of an opportunity of signalizing himself.

Here he continued till the conclusion of the war, in the beginning of 1783. This event had not long taken place, before he was ordered home; and on his way attended his Royal Highness Prince William Henry, on his visit to the Havannah. When Lord Hood introduced him to the prince, he told his royal highness, who was then, to use Captain Nelson's own phrase, *a seaman*, that, if he wished to ask any questions relative to naval tactics, there was not an officer in the fleet could give him more information.

As soon as the *Albemarle* arrived at Portsmouth, she was paid off; and, in the autumn, Captain Nelson, after having visited his friends, went over to

France, in company with Captain Macnamara, to pass the winter there, on account of his health. To make himself master of the French language was likewise an object with him, for which purpose he fixed at St. Omer's, where he remained till the spring: at this place he met with the Prince of Zweybrucken, who had been his prisoner in the West Indies, and who gave him a very pressing invitation to Paris, in return for the civilities he had shown him on that occasion, though ignorant of his rank.

In the spring he returned to England, and soon after his arrival was appointed to the *Boreas* of twenty-eight guns, and ordered to the West Indies, on the Leeward Island station. This appointment required not a seaman merely, but a man of intelligence; and of that firmness of mind, which neither the threats nor the chicanery of interested parties can induce to swerve from the line of duty it has adopted upon sound principles. The Americans, who, while subjects of Great Britain, had enjoyed peculiar advantages in their trade to the West Indies, were still unwilling to forego these, though they had renounced her government. Motives of private interest, combined with former habits of intercourse, induced the West India planters to support their claim of not being considered as foreigners; and even the governors and custom-house officers favoured their pretensions, asserting, that the navigation act gave them a right to trade. Captain Nelson was a man of too sound judgment not to be sensible, that the Americans were now as much foreigners as any other nation, and to be considered so in their intercourse with our islands. Accordingly, after having intimated with firmness to the Americans, and to our own civil officers, the line of conduct he felt it his duty to pursue, he seized several American vessels, which he found, in defiance of this warning, still persisting in carrying on a trade, that he could not but deem contraband. Nor was this all, for he clearly perceived, that, if it were winked at, the views of the loyalists in settling Nova Scotia would be completely defeated: and at the same time he was persuaded, that from this connivance the Americans would soon become the carriers of our islands, and next wrest them out of our hands. On this occasion he was involved in an awkward dilemma. The admiral on the station had suffered himself to be persuaded, that naval officers

had no right to interfere in such a business without particular orders; and, in consequence, wrote to Captain Nelson, enjoining him to do nothing in contradiction to the measures of the governor and officers of the customs. Thus finding himself obliged to disobey either the orders of his commanding officer, or the express injunctions of an act of parliament, by which naval officers are directed to see the provisions of the navigation act enforced; and being reduced to the necessity of making an option between two opposing authorities; he very laudably and boldly resolved to comply with what he justly considered as his paramount duty. At the same time he wrote to the admiral, stating to him his reasons for this conduct, and endeavouring to convince him of his error. At this disobedience of his orders, the admiral was so offended, that he was going to send an officer to supersede Captain Nelson: but it being represented to him, that the orders he had issued were probably illegal, he reconsidered the matter, and, as soon as his reason was convinced, much to his honour, thanked Captain Nelson for having set him right.

By this spirited and resolute conduct, he incurred the hatred of all those*, whose interested measures he thwarted, to such a degree, that he could not leave his ship with safety to his person, as suits were instituted against him for damages, to the amount of £40000; and attempts were made to arrest him, in defiance of law. His undaunted mind, however, was neither to be seduced nor intimidated from pursuing the path he had prescribed to himself; and consciousness of rectitude of intention enabled him cheerfully to endure all the unpleasantness of his situation; to alleviate which, he himself confesses, the society of Captain Collingwood, who was destined so ably to second him at Trafalgar, greatly contributed. Numerous complaints were of course made against him; but, on an examination of his conduct, he had the satisfaction to find it completely approved by government.

In the latter end of the year 1786, Captain Nelson was joined by Prince William Henry, in the Pegasus frigate; and as his senior, and consequently

* The president of Nevis, Mr. Herbert, forms, at least, one honourable exception. He generously offered to become bail for Captain Nelson, if he chose to suffer an arrest on the occasion, to the amount of £10000, observing, that the captain had done no more than his duty, though he was one of the greatest sufferers by it.

commanding officer, behaved in such a manner, as to secure the friendship and esteem of his royal highness, whose regard for him was not diminished as long as he lived. From the royal sailor, in March, 1787, he received the hand of Mrs. Frances Nesbit, widow of Dr. Nesbit of Nevis, and daughter of William Herbert Esq., senior judge of that island. In the following June, having been three years on this station, he returned to England, conformably to the regulations adopted for the naval service in time of peace, and on the 30th of November the *Boreas* was paid off at Sheerness.

After this long series of continued active service, with only two short intermissions, and these required for the restoration of his health, Captain Nelson withdrew to the quiet enjoyment of domestic life, at the Parsonage-house of Burnham, which his father gave up to him for the accommodation of himself and his family. Here his time was spent in rural occupations, and in solitary retirement, but not in idleness. His mind was busied in revolving and digesting the experience it had acquired, and in improving the materials of that future eminence, the solid basis of which was already laid.

No sooner did the dispute with Spain, respecting the affair of Nootka Sound, in 1790, threaten a rupture with that power, than Captain Nelson repaired to town, to make an offer of his services. They were not accepted, however, as there were too many senior claimants: neither were they wanted; for though a fleet was equipped, as commander in chief of which Lord Howe hoisted his flag on board the *Charlotte*, yet the affair was so soon brought into a train for an amicable termination, that most of the ships were again put out of commission before the end of November.

But he was not destined to enjoy much longer the quiet of rural life. An event, that will form a memorable epoch in the history of the world; an event, that has embroiled all the states of Europe, has produced such changes in them, as from a long established system of policy might have been deemed impossible, and the effects of which have been felt in every quarter of the globe; was fated to involve this country in a war, which, though it slept for a short interval, is not yet terminated. At the close of 1792, ministry avowed their intention to commence hostilities with France; and, on the 30th of

January, 1793, Captain Nelson was appointed to put into commission the *Agamemnon* of sixty four guns. The character he bore, where he was best known, enabled him soon to man his ship, every one in his neighbourhood inclined to the service being desirous of serving under such a commander; so that his crew was chiefly composed of men of Norfolk. In this ship he was ordered to the Mediterranean, under Lord Hood, and there let slip no opportunity of exerting himself, and rendering his gallantry conspicuous.

When Lord Hood took possession of the port of Toulon, Captain Nelson, who after having been at Tunis with Commodore Linzee, was sent to cruise with a few frigates between Corsica and the coast of Italy, being off Oneglia on the 31st, thence dispatched the earliest advice of this affair, through the medium of Mr. Trevor, our minister at the court of Turin: and on the 11th of September, he arrived at Naples with the intelligence, in consequence of which, his Sicilian Majesty sent off two thousand of his best troops, to reinforce the garrison of Toulon. These troops, commanded by Brigadier General Pignatelli, embarked on the 16th on board two seventy-fours, two frigates, a sloop of war, and a transport, but did not arrive at Toulon till the 27th. A second division, consisting of an equal number, arrived at Toulon on the 5th of October. It was found impracticable, however, to retain possession of the town against the numerous body of troops brought by the French to attack it, and accordingly it was evacuated by the allied forces on the 18th of December; Lord Hood remaining with part of the fleet to block up the port and that of Marseilles, while Viceadmirals Hotham and Cosby were sent to Leghorn or Porto Ferraia, as they were much in want of wine and provision, having taken on board a great number of the inhabitants of Toulon, who dreaded the vengeance of the republicans.

In the mean time Captain Nelson had fallen in with four French frigates and a corvette, on the 21st of October, which he engaged. After a sharp action for four hours, the French vessels hauled their wind, and sheered off; but the *Agamemnon* was so disabled in her masts and rigging, that she was unable to pursue them. At this time Captain Nelson could muster only 345 men at quarters, upward of a hundred of his crew being absent in prizes, or

left at Toulon. The cowardice of the French, however, in running away from the crippled Agamemnon, gave them but a short respite, as two of them fell into our hands at St. Fiorenzo, one at Bastia, and one at Calvi.

As it now appeared to him, that the maritime war in the Mediterranean was at an end, he regretted his absence from Toulon, at the time Sir Charles Pole was detached by Lord Hood to the West Indies, as it prevented him from being a candidate for a service, which he expected would be more active. In this, however, he was mistaken; and it was happy for his country, as well as for his own glory, that Providence destined him to remain for greater achievements, than the other hemisphere could have afforded.

When, in the beginning of the year 1794, it was thought advisable to annex Corsica to the British crown, and Lieutenant General Dundas and Lord Hood accordingly went upon this expedition, Captain Nelson superintended the landing of the guns, mortars, and stores; and afterward had the command of a brigade of seamen serving at the batteries on shore, Captains Hunt, Ballen, and Serocold, who was killed before Calvi, being under his orders. St. Fiorenzo was the first point of attack; and the Martello tower having surrendered on the 16th of February, and the strong redoubt and batteries of the Convention being carried by storm on the 17th, after a severe cannonading of two days, the enemy abandoned the tower of Forneli, and two considerable sea batteries dependant upon it, in the same night, and on the 19th retreated to Bastia.

Our sea and land forces having taken possession of the town, forts, and harbour of St. Fiorenzo, proceeded next against Bastia, which made a stout resistance, and held out till the 22d of May. During this siege, a promising young man, who had been committed to Captain Nelson's charge, fell by his side; and he transmitted an account of the melancholy event to his father, Mr. Evan Davies of Swansea, with his own hand. If any thing can soften such tidings to a parent, it must be the manner in which they are conveyed; and of such a kind was this letter, in which are the following expressions: "From the nature of our profession, we hold life by a more precarious tenure than many others, but when we fall, we trust it is to benefit our country. So

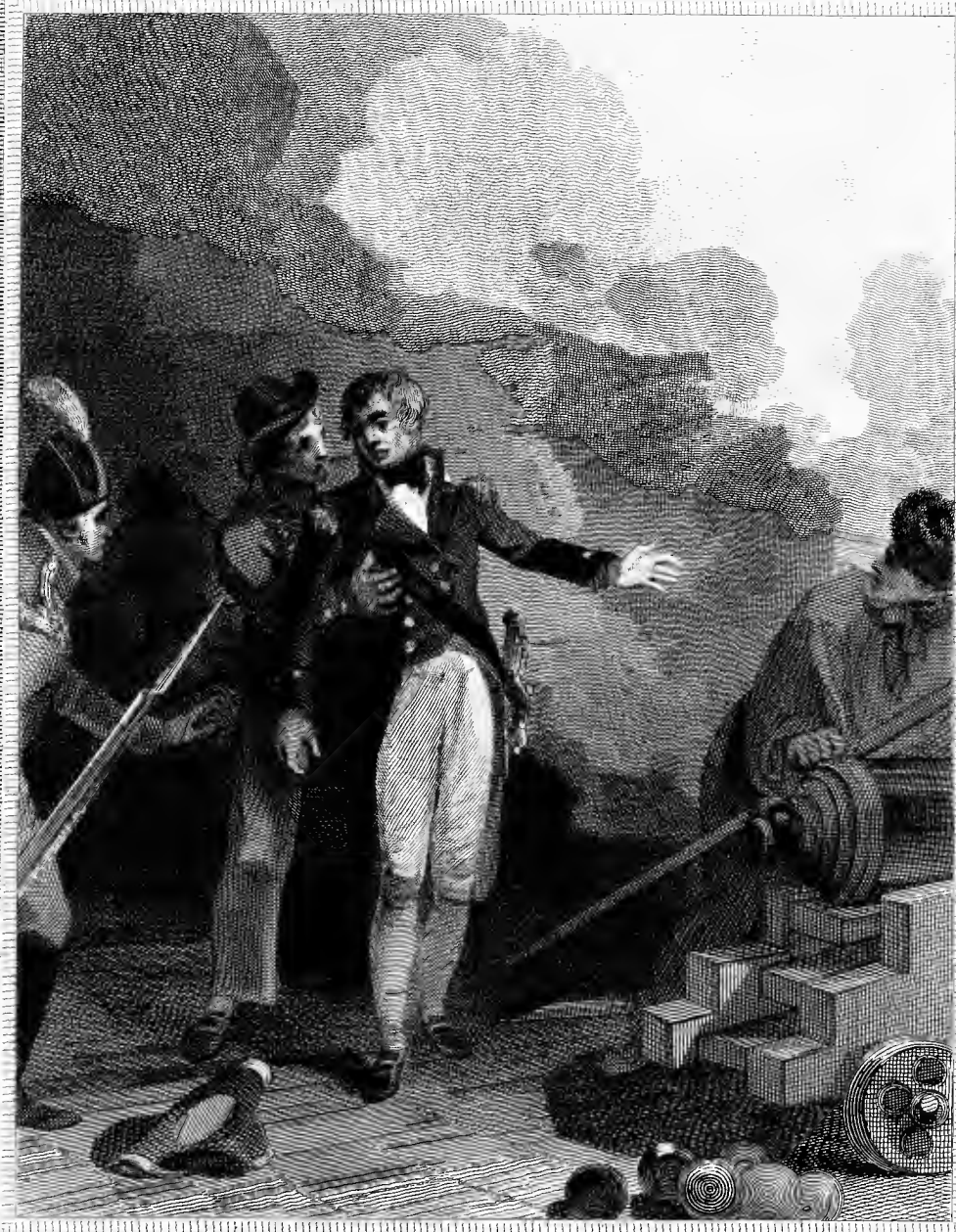
fell your son, by a cannon ball, under my immediate command, at the siege of Bastia. I had taken him on shore with me, on account of his abilities and attention to his duty." Much is here said, in a few words, without the least parade or ostentation. It is addressed at once to the head and to the heart.

On the 9th of June, Captain Nelson was detached by Lord Hood to Bastia, to embark the troops, which were designed to lay siege to Calvi, on the opposite side of the island. In conformity to his lordship's orders, he conveyed them to Martello Bay, where Lieutenant General Stuart embarked on the 15th. As the general expressed a wish, that no time should be lost in commencing the attack of Calvi, Captain Nelson readily consented, in Lord Hood's absence, to proceed to Port Agra, where a landing was effected on the 19th of June; and, in the course of the same day, the army encamped upon the Sierra del Capuccine, a ridge of mountains, three miles from the town of Calvi. This town was strong in point of situation, well fortified, and amply supplied with heavy artillery. The exterior defences, on which much labour had been bestowed, consisted in the Star Fort Mozello, built of stone, and bomb-proof, on which ten pieces of ordnance were mounted, with a battery on it's right, flanked by a small intrenchment. In the rear of this line, which covered the town to the westward, a battery of three guns was placed on a rocky hill to the east. And on the plain, to the south-west, Fort Mollino-chesco, on a steep rock, commanded the communication between Calvi and the province of Balagni; and was supported by a frigate of forty guns, and another of twenty-eight, moored in the bay, so as to rake the intermediate country by their fire. But the principal difficulties arose from the height of the mountains, and rugged, rocky surface of the country it was necessary to penetrate; which presented such considerable obstacles to the usual mode of attack, that it was judged expedient to adopt rapid and forward movements, instead of regular approaches. In conformity to this plan, the seamen and soldiers were laboriously employed in making roads, dragging guns to the tops of the mountains, and collecting military stores, for the purpose of erecting two mortar and four separate gun batteries on the same night. The principal of these was to be thrown up within seven hundred and fifty yards of Fort

Mozello. On the 19th this fort was carried by the bayonet, after a new battery had been constructed within three hundred yards of it, on the preceding night. Fort Mollinochesco having been taken likewise, and the shipping withdrawn under the protection of the town, the united efforts of the navy and army completed three more gun and mortar batteries in nine days, within six hundred yards of the town itself. The fire of these soon drove the enemy from their guns; and in eighteen hours after it was opened, the garrison sent proposals for a capitulation, which terminated in the expulsion of the French from Corsica.

During this siege, while Captain Nelson was at the advanced battery manned by the seamen, where he and Captain Hallowell alternately relieved each other in the command every twenty-four hours, he experienced a serious loss. A cannon shot from the works of the enemy struck the parapet near him, and drove some particles of sand into his right eye. The consequent inflammation produced a thickening and opacity of the cornea, by which the passage of the rays of light was obstructed, so that the sight of the eye was lost; though the organ was little injured to appearance, having only acquired somewhat more fulness or prominency.

Soon after the reduction of Corsica, Lord Hood quitted the Mediterranean. Captain Nelson had entertained hopes of paying a visit to his native country about this period, but the moment he beheld a prospect of an active campaign, he gave up all thoughts of it. The principal opportunity he had of distinguishing himself under Lord Hood's successor, Viceadmiral Hotham, with whose confidence he was equally honoured, was in the chase and engagement of the French fleet, on the 13th and 14th of March, 1795. On the 8th, in the evening, our fleet, consisting of thirteen sail of the line, and a Neapolitan seventy-four, being then in Leghorn Road, Admiral Hotham was informed by express from Genoa, that a French fleet of fifteen sail of the line was at sea. At the same time the Mozelle frigate made a signal from the offing, that a fleet was in sight. At daybreak the next morning, our squadron put to sea. The advanced frigates kept them in view, but from the ships of the line they were not visible till the 12th. On the morning of the 13th, one of them being discovered



LOSS OF HIS EYE BEFORE CALVI.

Bronley del.

W. H. Woodcutters sculp.

Published by R. Bowyer, 80, Pall Mall, London, March 22nd 1808.

without her topmasts, Captain Freemantle, in the Inconstant frigate, had an opportunity of exhibiting a good proof of British enterprise, by attacking, raking, and harassing this eighty gun ship, till the Agamemnon came up, when he was very ably seconded by Captain Nelson; who did her so much damage, as to disable her from putting herself again to rights. At this time these vessels were at such a distance from the fleet, that they were obliged to relinquish the attack, on the approach of some other ships of the enemy's line, one of which presently after took the crippled vessel in tow. At daylight on the 14th these two ships being observed considerably to leeward of the enemy's fleet, Admiral Hotham contrived, by carrying a press of sail, to cut them off; though the French admiral bore down to their assistance, and commenced an engagement for the purpose; but he soon thought proper to sheer off, and leave the two ships, *le Censeur* and *le Ca-ira*, formerly *la Couronne*, to their fate. One of these ships had thirteen hundred men on board, the other a thousand, a very large body of troops having been embarked in the fleet, for the purpose of retaking Corsica. The master, Mr. Wilson, was the only officer wounded on board the Agamemnon, though the eagerness of her commander for close action, occasioned her twice to be called off by signal from the admiral. On this occasion, the French attempted a new mode of fighting, constantly firing shells from some of their guns, and from others redhot shot, for which purpose they had furnaces fitted up on board their ships. This was done by express orders from the convention, but the event gave them no reason to boast of the innovation. A promotion of flags in the navy having taken place, Captain Nelson was made one of the colonels of marines on the 6th of June, in consideration of his numerous services this war. On the 4th of July, he was sent from St. Fiorenzo, in the Agamemnon, with the *Ariadne* and *Moselle* frigates, and *Mutin* cutter, to Vado Bay, to cooperate with the Austrian general, de Vins, in the recovery of Genoa: having orders to call off that port, and take with him the Inconstant and Southampton frigates, that were lying there, if from the intelligence he might obtain at that place he should deem it necessary. On the morning of the 7th, Admiral Hotham was greatly surprised to learn, that this little squadron was returning into port pursued by

the enemy's fleet, which, from the letter of General de Vins, he had every reason to suppose was at Toulon. Though the ships were in the midst of watering and refitting, the extraordinary exertions of the officers and men enabled the admiral to get under way that night, as soon as the land wind permitted him to move; but it was not till daybreak on the 13th, that he came in sight of the enemy's fleet, consisting of seventeen sail of the line, and six frigates. He was then off the island of Hieres to the eastward, with a west-north-west wind blowing very hard, and six of our ships bending maintopsails, in the room of others that had been split by the gale in the night. After forming the line, and carrying all the sail that could be done without breaking it, the enemy appeared desirous only of getting away; so that the admiral was obliged to make the signal for a general chase, and for the ships to take suitable stations for their mutual support, and engage the enemy as they came up with them in succession. The gale, however, being succeeded by baffling winds and calms, only a few of our van, led by Admiral Man in the *Victory*, could come up with the enemy's rear, which they attacked about noon. In the course of an hour, one of their sternmost ships, the *Alcide* of seventy-four guns, struck her colours; but the rest, favoured by a shift of wind, got so far into Frejus Bay, while most of ours were becalmed in the offing, that it was impossible to effect any thing more; and those of our ships that engaged had got so near the shore, that the admiral found it necessary to call them off, just as the *Agamemnon*, and the *Cumberland*, Captain Rowley, were again getting into close action. Unfortunately the *Alcide* caught fire in the foretop, before our people could take possession of her, and only three hundred of her crew could be removed on board our ships before she blew up.

Captain Nelson, having proceeded to Vado Bay agreeably to his former instructions, learnt while there, that a convoy laden with arms and ammunition had arrived at Allassio, a place occupied by the French; and proceeded thither with the *Inconstant*, *Meleager*, *Southampton*, *Tartar*, and *Ariadne* frigates, and *Speedy* sloop, on the 26th of August. In less than an hour he cut out nine vessels, four of them armed, and destroyed two, without the loss of a single man killed or wounded, though some of the enemy's cavalry fired on

the boats when boarding the vessels near the shore. The town itself was defended by two thousand soldiers, otherwise he would have done the enemy still more injury, by landing and destroying their magazines of provision and ammunition. "His officerlike conduct," these are the words of Admiral Hotham in his dispatches, "upon this, and indeed upon every occasion where his services are called forth, reflects upon him the highest credit."

Sir John Jervis, now Earl St. Vincent, having succeeded Admiral Hotham in the command of the Mediterranean fleet, promoted Captain Nelson to the rank of commodore, and sent him with the command of a small squadron to the Gulf of Genoa. While on this station, on the 25th of April, 1796, the commodore received information, that a convoy laden with stores for the French army had anchored at Loana. Immediately he proceeded thither, taking with him the *Meleager*, *Diadem*, and *Peterel* sloop; but to his mortification, found on his approach, that, instead of a convoy of some force, there were only four vessels, one of which was armed. These were lying under the batteries, which opened on our ships as they approached: but they were kept in check by the fire of our squadron, under cover of which the boats boarded the vessels and brought them off; though they were opposed by a heavy fire of musketry, as the vessels lay very near the beach. The vessels consisted of one ship of four brass and four iron cannons, and twenty brass swivel guns, laden with corn and rice; a ketch, with muskets and cases of ammunition, a galley, with a cargo of wine; and another with corn.

At two in the afternoon of the 31st of May, being off Oneglia, the commodore observed six sail running along shore, which appeared to be French. Knowing the great consequence of intercepting the cannon and ordnance stores, which he had information were expected from Toulon to be landed at St. Pietro d'Acena, for the siege of Mantua, he made the signal for a general chase; on which the vessels, hoisting French colours, anchored close under a battery. Having directed Captain Cockburn of the *Meleager* to lead in, by three o'clock both the *Meleager* and *Agamemnon* were anchored in less than four fathoms water, as the *Peterel* and *Speedy* sloops very soon were likewise. After a short resistance from the battery and armed vessels, the whole were

taken. The boats with great gallantry and alacrity boarded the commodore of the convoy, through the fire of three eighteen pounders she carried, and of one eighteen pounder in the gunboat, and a brisk discharge of musketry from the shore, which was kept up during the whole time, the enemy having cut their cables as soon as they surrendered. The prizes were a ketch of three eighteen pounders, four swivels, and sixty men; a gunboat of one eighteen pounder, four swivels, and thirty men; a brig of 250 tuns, laden with brass twenty-four pounders, thirteen inch mortars, shells, and gun carriages; a ketch of 120 tuns, with brass guns, mortars, shells, and gun carriages; another of 100 tuns, with brandy and bread; and a third of 100 tuns, with Austrian prisoners. Another ketch of seventy tuns, laden with wheelbarrows and intrenching tools, was destroyed.

The wealth of the British subjects settled at Leghorn proved too tempting a bait for the French army in Italy, to find protection from the neutrality of the Grand Duke against a man, who, even at that time, paid little respect to the law of nations, whenever he perceived any advantage would accrue to himself from infringing it. Fortunately the French had given so many proofs of their treachery, and the little reliance to be placed on their professions or good faith, that the English were on their guard; and took measures for their security, the moment they learnt, that the enemy had set foot in the Tuscan dominions. In consequence, on the 25th of June, all the English residents began to embark their goods, with themselves and families, on board the merchant ships and transports, of which there were twenty-three lying in the mole; so that the greater part of the valuable effects in their warehouses, with all the naval stores, and about 240 oxen, for the use of the fleet, were saved, and conveyed to Corsica, under the protection of Captain Freemantle, in the *Inconstant*. They put to sea on the 27th, on which day, about noon, the French entered Leghorn, and began firing at the *Inconstant* from the batteries; and at ten o'clock that evening, Commodore Nelson came in with the *Meleager*, which he added to the convoy, remaining himself at anchor off the *Madora*, in the *Captain* of seventy-four guns, on board which ship he had hoisted his broad pendant, to blockade the port, and stop any British vessels, that

might arrive there without being apprised of the French having taken possession of Leghorn.

When the Viceroy of Corsica, then Sir Gilbert Elliot, now Lord Minto, perceiving he should soon be obliged to abandon that island, deemed it expedient to acquire possession of the island of Elba, Commodore Nelson went with Major Duncan on this expedition, which he accomplished with his wonted ability and success. Having made good his landing, on the 9th of July, he placed his own ship, the *Captain*, within half pistol shot of the principal bastion, and summoned the governor to surrender. This spirited conduct so intimidated the garrison, that they were induced to capitulate immediately, and give him possession of Porto Ferraio without resistance, though defended by a hundred pieces of cannon. This purpose being effected, and Sir Gilbert Elliot feeling himself under the necessity of evacuating Corsica, Commodore Nelson superintended the embarkation of the Viceroy and British troops at Bastia, on the 15th of October, and conveyed them in safety to Porto Ferraio. He then joined the fleet under Admiral Sir John Jervis, in the bay of St. Fiorenzo.

Some naval stores having been conveyed from Corsica to Porto Ferraio, and left there, Commodore Nelson was dispatched from Gibraltar, where the fleet then lay, to bring them to that place. For this purpose he removed his broad pendant to the *Minerve* frigate, Captain George Cockburn, of thirty-two guns, and was accompanied by the *Blanche*, Captain d'Arcy Preston, of thirty-two. On the 19th of December, at night, they fell in with two Spanish frigates, when the commodore immediately attacked that which carried a poop-light, and directed Captain Preston to bear down and engage the other. It was forty minutes after ten when the commodore brought the Spanish frigate to close action, and this was continued without intermission till half after one, when the Spaniard struck. She proved to be *la Sabina* of forty guns, commanded by Don James Stuart, and had a hundred and sixty-four men killed or wounded in the action. The *Minerve* lost seven men killed, and thirty-four wounded, was much cut in her rigging, and had all her masts shot through. The prisoners were scarcely removed, and the *Minerve* had but just

made sail with her prize, which had lost her mizenmast, in tow, when another frigate was perceived bearing down on them, about four in the morning, whose signals evinced, that she also was a Spaniard. Immediately the commodore cast loose *la Sabina*, and directed Lieutenant Culverhouse, who had the charge of her, to stand to the southward, while he encountered this fresh adversary. The action began at half after four, but in little more than an hour the Spaniard sheered off, and thus escaped the fate of her consort. Presently, however, three more ships were perceived bearing down upon the *Minerve*; and the hopes of the commodore and his gallant crew, that they were only frigates, and that one of them might be the *Blanche*, were soon at an end, for as the day began to dawn it was discovered, that two of them were Spanish ships of the line, and the other a frigate, which had now joined the vessel they had just defeated. At the same time the *Blanche* was at a considerable distance to windward with her opponent, which had likewise struck, but the approach of the enemy's ships had prevented Captain Preston from taking possession of her. In this seemingly almost hopeless situation, the officers and men of the *Minerve* strenuously exerted themselves to repair her damages, so as to enable her to carry sail. But this could not have saved her, had not Lieutenant Culverhouse gallantly held on his course in the prize, though repeatedly fired into by the Spanish frigate that had recently come up, so that at length the Spanish admiral was induced to quit the chase of the *Minerve*, and join his comrades in the chase of *la Sabina*; which, however, did not strike, till both her fore and mainmasts were carried away as well as her mizen. This enabled both the *Minerve* and the *Blanche* to effect their escape from a force so very superior, after such a smart engagement.

In the account of this action, which the commodore transmitted to the commander in chief, he ascribes the whole merit of the action to Captain Cockburn, his officers, and crew: yet, without in the least detracting from the high praise justly due to them, we may fairly presume, that the presence of the gallant commodore could not fail to have animated them in the great exertions they must have made.

On the 29th of January, 1797, Commodore Nelson sailed from Porto-

Ferraio on his return to Gibraltar, bringing with him Sir Gilbert Elliot and his suite. On his passage he performed another service, that of reconnoitring the principal harbours of the enemy in the Mediterranean.

As he found, on his return to Gibraltar, that the fleet had sailed through the Gut, his eagerness to join Sir John Jervis would not let him remain there longer than till the next morning. On the 11th of February, he was chased by two Spanish ships of the line, and at the Mouth of the Straits fell in with their whole fleet, which had come out of Carthagená. Having escaped by outsailing them, he joined Admiral Jervis on the 13th, and, having given him an account of the number and situation of the enemy, rehoisted his broad pendant on board his former ship the *Captain*. This he had scarcely done, before the admiral made a signal to the fleet to prepare for action, and another for them to keep in close order during the night.

The public dispatches of the admiral give but a brief account of the victory that followed, his first captain, Sir Robert Calder, being charged with them, who was of course able to supply all the deficiencies of the narrative. On this occasion the odds were great indeed: the Spanish fleet consisted of twenty-seven sail of the line, carrying 2288 guns; the English only of fifteen, carrying 1232 guns. Some of the Spanish ships, however, sailed badly, and few could boast of the seamanship either of their crews or of their officers, so that when Sir John Jervis came in sight of them on the 14th of February, he found them much scattered, and sailing in no regular order. Of this circumstance he skilfully availed himself, and by carrying a press of sail was enabled to cut off about one third from the main body. These he engaged without delay, totally defeated them, and captured four, before the rest, several of which never ventured into action, could get near enough to render them any effectual assistance. It is natural to presume, that the commanders of the Spanish ships that came into action were among the bravest of the fleet: in fact, they stood a severe conflict, having scarcely a mast standing, when they struck; nor were the *Captain* and *Culloden*, which bore the brunt of the battle, in a state to continue at sea, till they had been refitted in Lagos Bay.

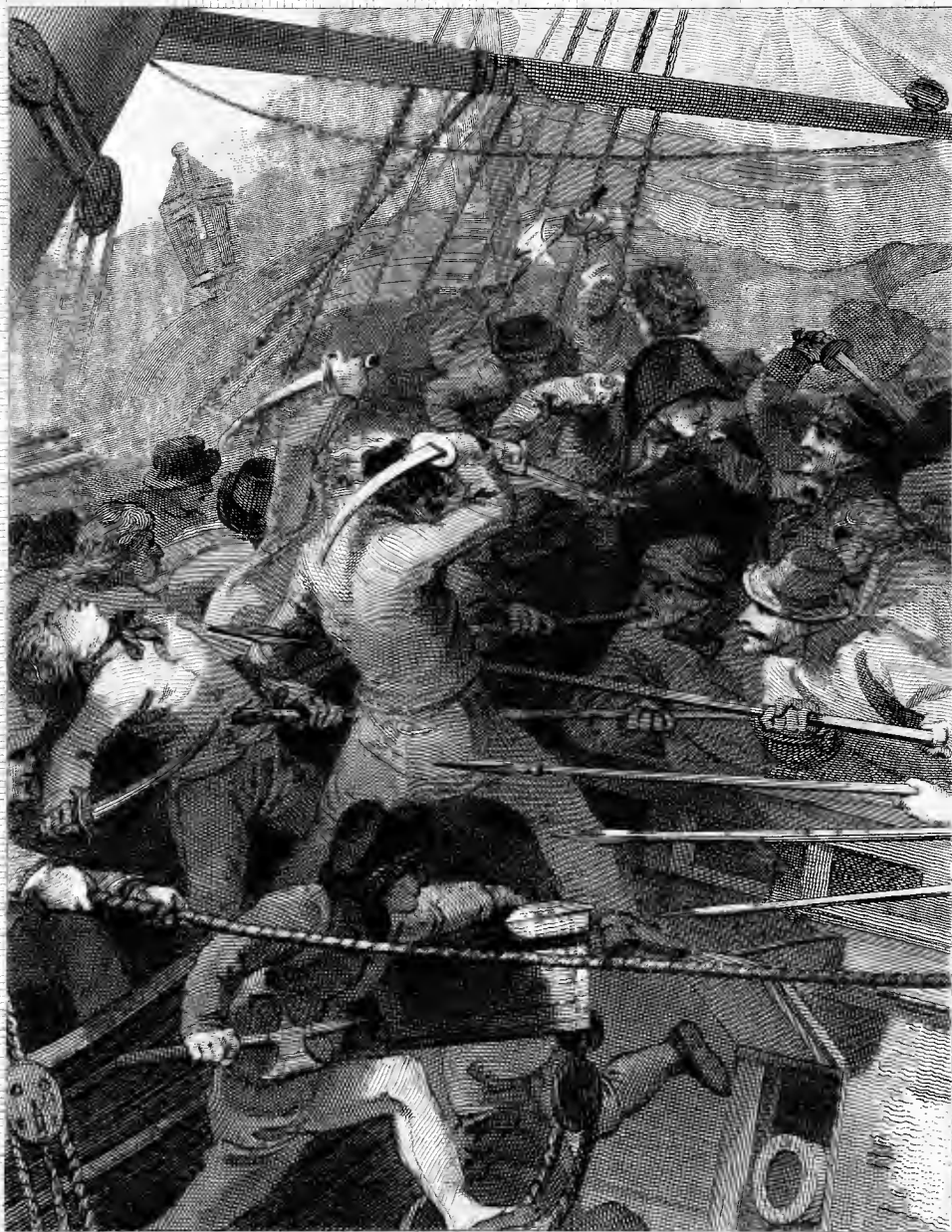
In this engagement Commodore Nelson had the singular good fortune

eminently to distinguish himself, boarding and carrying two Spanish ships, one of eighty guns, the other of 112, in succession, passing from one to the other. A better or more authentic account of this action, it may be presumed, cannot be given, than in the words of Lieutenant Colonel Drinkwater, the historian of the celebrated siege of Gibraltar, who had come from Porto Ferraio with Commodore Nelson, and being now on board the Lively frigate, with Sir Gilbert Elliot, who only waited to bring home the news of the event, had the most advantageous opportunity of observing the progress of the engagement.

“ When the Spanish admiral, who was to windward with his main body consisting of eighteen ships, found the other nine cut off to leeward, he made a movement apparently with a view to join them. This design, however, was frustrated by the timely opposition of Commodore Nelson, whose station, in the rear of the British line, afforded him an opportunity of observing this manœuvre: his ship, the Captain, had no sooner passed the rear of the enemy's ships, that were to windward, than he ordered her to wear, and stood on the other tack towards the enemy.

“ In executing this bold and decisive manœuvre, the commodore reached the sixth ship from the enemy's rear, which bore the Spanish admiral's flag, the Santissima Trinidad, of 136 guns, a ship of four decks, reported to be the largest in the world. Notwithstanding the inequality of force, the commodore immediately engaged this colossal opponent; and for a considerable time had to contend not only with her, but with her seconds ahead and astern, each of three decks. While he maintained this unequal combat, which was viewed with admiration, mixed with anxiety, his friends were flying to his support: the enemy's attention was soon directed to the Culloden, Captain Troubridge, and, in a short time after, to the Blenheim of ninety guns, Captain Frederick, who opportunely came to his assistance.

“ The intrepid conduct of the commodore staggered the Spanish admiral, who already appeared to waver in pursuing his intention of joining the ships cut off by the British fleet; when the Culloden's timely arrival, and Captain Troubridge's spirited support of the commodore, together with the approach of the Blenheim, followed by Rearadmiral Parker, with the Prince George,



BOARDING THE SAN NICOLAS

Brady del.

W.H. Worthington sculp.

Published by R. Bowyer, 60, Pall Mall, London, March 2, 1869.

Orion, Irresistible and Diadem, not far distant, determined the Spanish admiral to change his design altogether, and to throw out the signal for the ships of the main body to haul their wind, and to make sail on the larboard tack.

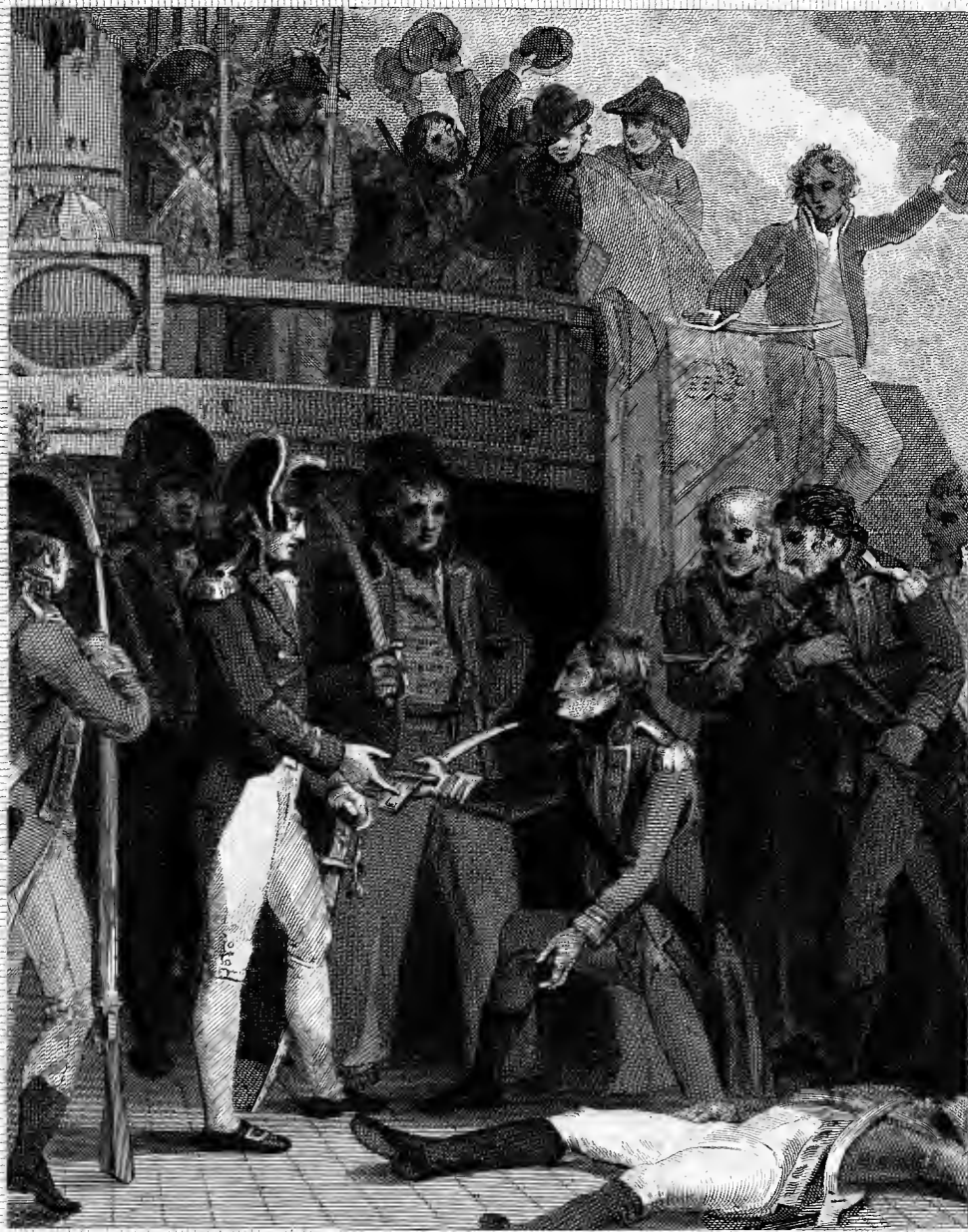
“Not a moment was lost in improving the advantage now apparent in favour of the British squadron: as the ships of Rearadmiral Parker’s division approached the enemy’s ships in support of the Captain (Commodore Nelson’s ship) and her gallant seconds, the Blenheim and Culloden, the cannonade became more animated and impressive. In this manner did Commodore Nelson engage a Spanish three-decker, until he had nearly expended all the ammunition in his ship, which had suffered the loss of her foretopmast, and received such considerable damage in her sails and rigging, that she was almost rendered hors du combat. At this critical period the Spanish three-decker, having lost her mizenmast, fell on board a Spanish two-decker of eighty-four guns, that was her second; this latter, consequently, now became the commodore’s opponent, and a most vigorous fire was kept up for some time by both ships within pistol shot.

“It was now that the commodore’s ship lost many men, and that the damage already sustained, through the long and arduous conflict which she had maintained, appeared to render a continuance of the contest in the usual way precarious, or perhaps impossible. At this critical moment the commodore, from a sudden impulse, instantly resolved on a bold and decisive measure; and determined, whatever might be the event, to attempt his opponent sword in hand:—the boarders were summoned, and orders given to lay his ship on board the enemy.

“Fortune favours the brave; nor, on this occasion, was she unmindful of her favourite. Ralph Willett Miller, the commodore’s captain, so judiciously directed the course of his ship, that he laid her aboard the starboard quarter of the Spanish eighty-four:—her spritsail yard passing over the enemy’s poop, and hooking in her mizen shrouds; when the word to board being given, the officers and seamen destined for this perilous duty, headed by Lieutenant (now Sir Edward) Berry, together with the detachment of the 69th regiment, commanded by Lieutenant Pearson, then doing duty as marines, on board the

Captain, passed with rapidity on board the enemy's ship; and, in a short time, the San Nicholas was in the possession of her intrepid assailants. The commodore's ardour would not permit him to remain an inactive spectator of this scene. He was aware the attempt was hazardous, and he thought his presence might animate his brave companions, and contribute to the success of this bold enterprize; he, therefore, as if by magic impulse, accompanied the party in this attack, passing from the fore-chains of his own ship into the enemy's quarter-gallery, and thence through the cabin to the quarter-deck, where he arrived in time to receive the sword of the dying commander, who had been mortally wounded by the boarders. He had not been long employed in taking the necessary measures to secure this hard-earned conquest, when he found himself engaged in a more arduous task. The stern of the three-decker, his former opponent, was placed directly amidship of the weather-beam of the prize San Nicholas, and from her poop and galleries the enemy sorely annoyed, with musketry, the British who had boarded the San Nicholas. The commodore was not long in resolving on the conduct to be adopted on this momentous occasion; the two alternatives that presented themselves to his unshaken mind were, to quit the prize, or instantly board the three-decker. Confident in the bravery of his seamen, he determined on the latter. Directing, therefore, an additional number of men to be sent from the Captain on board the San Nicholas, the undaunted commodore, whom no danger ever appalled, headed himself the assailants in this new attack, exclaiming:—*Westminster Abbey, or glorious Victory!*

“Success in a few minutes, and with little loss, crowned the enterprise. Such, indeed, was the panic occasioned by his preceding conduct, that the British no sooner appeared on the quarter-deck of their new opponent, than the commandant advanced, and asking for the British commanding-officer, dropped on one knee, and presented his sword; apologizing, at the same time, for the Spanish admiral's not appearing, as he was dangerously wounded. For a moment Commodore Nelson could scarcely persuade himself of the reality of this second instance of good fortune: he, therefore, ordered the Spanish commandant, who had the rank of a brigadier, to assemble the officers



BOARDING THE SAN JOSÉ

W. Bromley del.

W. H. Worthington sculp.

Proof

Published by R. Bowyer, 80, Pall Mall, London, March 1808.

on the quarter-deck, and to direct means to be taken instantly for communicating to the crew the surrender of the ship. All the officers immediately appeared; and the commodore had the surrender of the San Josef duly confirmed, by each of them delivering his sword.

“The cockswain of the commodore’s barge had attended close by his side throughout this perilous attempt. To him the commodore gave in charge the swords of the Spanish officers, as he received them; and the undaunted tar, as they were delivered to him, tucked these honourable trophies under his arm with all the coolness imaginable. It was at this moment also, that a British sailor, who had long fought under the commodore, came up in the fulness of his heart, and excusing the liberty he was taking asked to shake him by the hand, to congratulate him upon seeing him safe on the quarter-deck of a Spanish three-decker.

“This new conquest had scarcely submitted, and the commodore returned on board the San Nicholas, when the latter ship was discovered to be on fire in two places. At the first moment appearances were alarming; but the presence of mind and resources of the commodore and his officers, in this emergency, soon got the fire under.

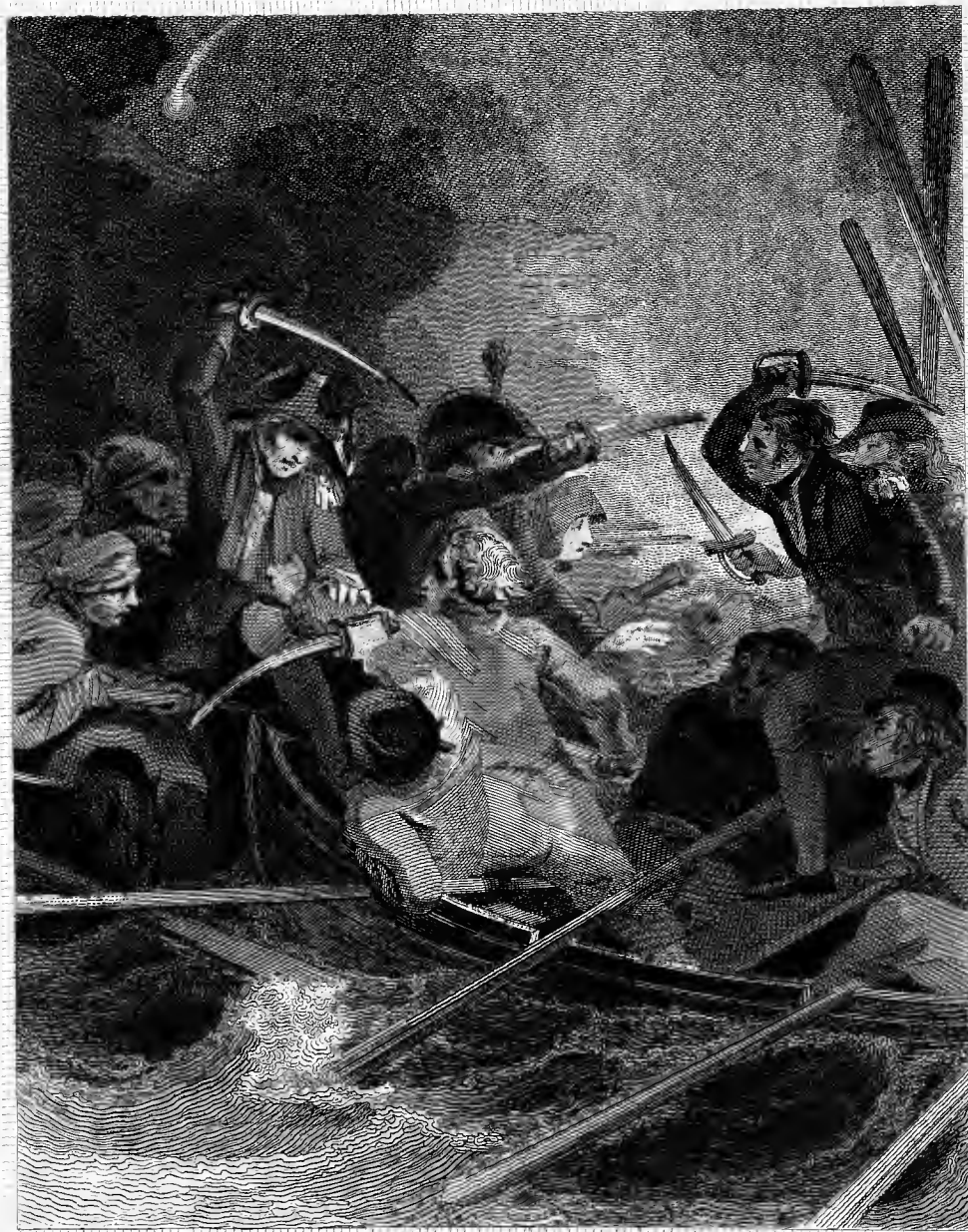
“A signal was immediately made by the Captain for boats to assist in disentangling her from the two prizes; and as she was incapable of farther service until refitted, the commodore again hoisted his pendant, for the moment, on board *la Minerve* frigate; and in the evening shifted it to the *Irresistible*, Captain Martin; but as soon as the Captain was refitted, he rehoisted his pendant on board the latter ship.”

For such a victory, over a fleet so superior in number, the rejoicings could not fail to be great throughout the nation; and the gallant conduct of Commodore Nelson, in particular, was the theme of every one’s praise. The king conferred on the commander in chief a patent of an earldom, with the title of St. Vincent; and on Commodore Nelson the order of the Bath, with the privilege of wearing the gold medal, which was bestowed on all the admirals and captains in the fleet, suspended by a blue and white riband round the neck, in the same manner as the admirals, not from the third and fourth but-

tonhole as the captains. A promotion in the navy likewise took place, in which Commodore Nelson was made rearadmiral of the blue.

When the admiral had got the prizes and crippled ships in a state to put to sea, he proceeded to Lisbon to refit, and left Commodore Nelson in the *Irresistible*, with two other ships of the line, off Lagos Bay, to look out for the viceroy of Mexico, who was expected there with two first rates and a seventy-four. Our small squadron, however, was not so fortunate as to meet with them; and the Captain being now refitted, the commodore removed his broad pendant to his former ship.

In April he hoisted his blue flag at the mizen, and was soon after detached to Porto Ferraio, to bring away the garrison, it being judged expedient to evacuate the island of Elba. On the 27th of May, he was appointed to the command of the inner squadron of the fleet blockading the port of Cadiz, where he observes he lay barely out of shot of a Spanish rear admiral. On the 2d of July, the *Terpsichore* frigate, with the *Thunder* bomb, having a detachment of artillery on board, and the *Urchin* gunboat, joined the fleet from Gibraltar; and the following night, conformably to the orders of Earl St. Vincent, Admiral Nelson made his dispositions for a bombardment. By the good management of her commander, Lieutenant Gourly, assisted by Mr. Jackson, master of the *Ville de Paris*, who volunteered his services, the *Thunder*, covered by the gunboats, with the launches and barges of the fleet, was placed within 2500 yards of the walls of Cadiz, near the tower of San Sebastian. The shells were thrown from her with much precision, under the direction of Lieutenant Baynes of the Royal Artillery; but unfortunately it was soon found, that the large mortar was materially injured by its former services. Admiral Nelson, therefore, judged it proper, to order the *Thunder* to return under the protection of the *Goliath*, *Terpsichore*, and *Fox*, which had been kept under sail for this purpose. In the mean time the Spaniards had sent out a great number of gun and mortarboats and armed launches, to attack the bomb vessel; which Admiral Nelson perceiving, he led on his boats against them with great gallantry, and was so well seconded, that he pursued the Spaniards close to the walls of the town, and brought off two mortar



ENCOUNTER OFF CADIZ

W. Brindley del.

W. H. W. Kingston sculp.

Published by R. Bowyer, 80, Pall Mall, London, March 2, 1808.

boats, and a barge launch of one of their ships of war. On this occasion the rear admiral's boat, in which were only ten men and the coxswain, beside himself and Captain Freemantle of the Seahorse, was laid alongside by Don Michael Tyrason, the commander of the Spanish flotilla, in a barge launch carrying twenty-six men. The Spaniards fought resolutely hand to hand, but were at length overpowered, eighteen being killed outright, and all the rest, including the commander, being wounded, before they yielded themselves prisoners. John Sykes, Admiral Nelson's coxswain, who had accompanied him in boarding the two Spanish ships off Cape St. Vincent, was severely wounded in defending his gallant commander; and Captain Freemantle was likewise wounded fighting by his side, though but slightly.

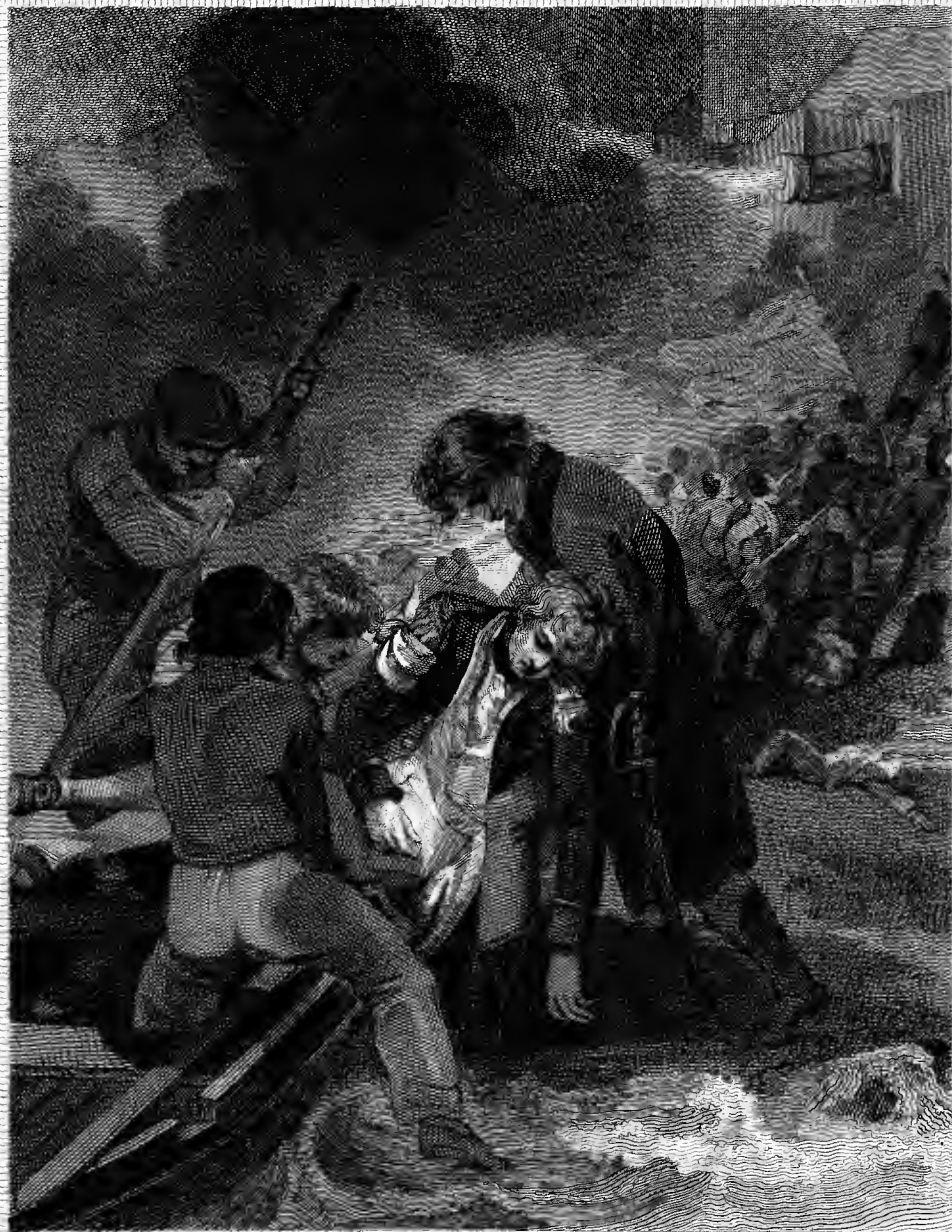
On the night of the 5th the admiral ordered a second bombardment, under the direction of Captains Bowen of the *Terpsichore*, Miller of the *Theseus*, and Waller of the *Emerald*; and appointed Mr. Jackson, master of the *Ville de Paris*, to place the *Thunder*, *Terrour*, and *Strombolo* bomb vessels. This bombardment produced considerable effect in the town, and among the shipping; ten sail of the line, among which were the flag ships of the Admirals *Mazzaredo* and *Gravina*, being obliged to warp out of the range of the shells with much precipitation. Mr. John Hornsey, acting lieutenant of the *Seahorse*, is mentioned by the commander in chief as having distinguished himself in a very remarkable manner on this night.

The admiral meditated another bombardment on the 8th, under his own direction; but the wind blew so strong down the bay, that he could not get his vessels up to the point of attack in time.

This service was soon interrupted by another, in which the brave admiral and his associates gained nothing but honourable wounds. Lord St. Vincent having been led to believe from a variety of intelligence, that the town of Santa Cruz, in the island of Teneriffe, was vulnerable, and that a considerable quantity of treasure had been landed there, determined on detaching a squadron against it. For this enterprise he conceived he could not select a fitter officer than Rearadmiral Nelson, whom, therefore, he dispatched on the 15th, in the *Theseus*, with the *Culloden*, Captain Troubridge,

and the Zealous, Captain Samuel Hood, both of seventy-four guns, the Emerald, Captain Waller, of forty-four, the Seahorse, Captain Freemantle, of thirty-eight, the Terpsichore, Captain R. Bowen, of thirty-two, and the Fox cutter, of fourteen, Captain Gibson, under his orders. The Leander, Captain Thompson, of fifty guns, which arrived at Cadiz from Lisbon on the 18th, was sent after to join him.

At one o'clock in the afternoon of the 25th, being off the place of their destination, Rearadmiral Nelson made the general signal to anchor; and at half past five the whole squadron had anchored a few miles to the northward of Santa Cruz. Sir Horatio had previously issued instructions for a thousand men, including marines, from the different ships, to be prepared for landing, under the direction of the seven captains of the ships of the line and frigates, all of whom had very handsomely volunteered their services; and at six he made the signal for the boats to be ready to proceed according to the orders already given. At eleven o'clock, between six or seven hundred men being embarked in the boats of the squadron, a hundred and eighty on board the Fox cutter, and seventy or eighty in a boat that had been captured, they pushed off in six divisions, under Captains Troubridge, Hood, Thompson, Miller, and Waller; Captains Freemantle and Bowen attending the admiral, to regulate the attack. At half after one they had got within half gunshot of the Mole Head, without being discovered, when the alarm bells rang, and thirty or forty pieces of cannon, with musketry from one end of the town to the other, opened upon them. The night being extremely dark, only the admiral, and Captains Thompson, Freemantle, and Bowen, with four or five boats in the whole, could find the Mole; which was instantly stormed and carried, though defended by four or five hundred men, and six twenty-four pounders. The guns were spiked; but such a heavy fire of musketry and grapeshot was kept up from the citadel and houses at the head of the Mole, that the assailants could not advance, and were nearly all killed or wounded. On this unfortunate occasion, a ball wounded Admiral Nelson in the right arm, not long after he had landed. Though he immediately fell, his party pressed on with such eagerness, that it was unobserved, till he was missed by



AFFAIR OF TENERIFFE

Bradley del.

W. H. Worthington sculp.

Proof

Published by R. Bowyer, 80, Pall Mall, London, March 1. 1868.

his son-in-law, Lieutenant Nesbit. The lieutenant immediately turned back, and after some search found him lying on the ground, apparently lifeless. Having bound up the wounded limb with his neckcloth, he took his father-in-law in his arms, carried him to the beach, and with the assistance of a few sailors put him into a boat, in which they conveyed him on board his ship. It is said, that, before he had fainted from loss of blood, with his left hand he recovered his sword, which had been given him, with an injunction never to part with it while he had life, by his uncle, Captain Suckling, who valued it highly on account of its having been bequeathed to him by Admiral Walpole, being the sword the admiral carried when he lost his arm in vanquishing the enemies of his country.

In this attack of the Mole, Captains Thompson and Freemantle were both wounded, and Captain Bowen, who had greatly distinguished himself in the Terpsichore, lost his life.

Meantime Captains Troubridge, Hood, Miller, and Waller, had landed with part of the boats just to the southward of the citadel; passing through a raging surf, which stove almost every boat, and wetted the whole of their ammunition. Notwithstanding this, they passed over the enemy's linewall and batteries, and formed in the great square of the town, where they took possession of a convent. From this post they marched against the citadel, but found it far too strong for them to attempt, their whole force amounting only to about eighty marines, as many pikemen, and a hundred and eighty seamen with small arms.

At daylight Captain Troubridge found from prisoners taken, that there were 8000 Spaniards in arms, and a hundred French, with five fieldpieces, assembled at the entrance of the town; and as he saw the impossibility of getting any assistance from the ships, at seven o'clock he sent Captain Hood with a message to the governor, offering, if he should be allowed freely and without molestation to embark at the Mole Head, taking off such of our boats as were not stove, and being supplied with others to carry off the people by the governor, that the squadron now before the town should not do it any injury. The governor observed in answer, that they must surrender them-

selves prisoners of war: to which Captain Hood replied, that his commanding officer had directed him to say, if the terms now offered were not accepted in five minutes, he would set the town on fire, and attack the Spaniards at the point of the bayonet. On this the governor immediately acceded to the proposal, and Captain Troubridge marched his party with colours flying to the Mole, where they embarked; the Spaniards furnishing as many boats as were necessary to supply the place of those of ours that had been stove.

The noble and generous conduct of Don John Antony Gutierrez, the Spanish governor, ought not to be passed over in silence. No sooner had he accepted the terms, than he directed our wounded men to be received into the hospitals, ordered all our people to be supplied with the best provision that could be procured, and told Captain Troubridge, that the ships were at liberty to send on shore to purchase whatever refreshments they might want while they lay off the island.

Our loss in this unsuccessful expedition was very great. Beside those who were killed and wounded on shore, the Fox cutter, in approaching the town, received a shot under water from one of the enemy's batteries, which sunk her immediately, and her commander, Lieutenant John Gibson, and ninety-seven men were drowned. Several of the boats experienced a similar fate.

In the morning of the 27th the squadron got under way, and continued standing off and on, till they had received on board the remainder of the officers, seamen, and marines, who had been left ashore in the hospitals; when, after having committed the body of Captain Bowen to the deep with the honours of war, they sailed to rejoin the fleet off Cadiz.

Rearadmiral Nelson's arm had been amputated above the elbow as soon as he was brought on board; but it was found necessary for him to repair to England on account of the injury he had sustained; and as the wound Captain Freemantle had received in his arm appeared to require change of climate, Lord St. Vincent thought it advisable, to send home the Seahorse with him.

When he was first introduced to the king, after his arrival, his majesty expressed his regret at the loss of his arm, and the impaired state of his health, by which his country might perhaps be deprived of his services in future. To

this he spiritedly replied, "I can never think that a loss, which the performance of my duty has occasioned; and so long as I have a foot to stand on, I will fight for my king and country."

What he had already performed and suffered for his country and his king being considered as deserving a recompense, it was resolved, that a pension of a thousand a year should be conferred on him; but custom required, that he should state his services in a memorial to his majesty, previous to the passing of this grant. In compliance with this custom, he drew up the following succinct statement, from which some idea of his activity and enterprise may be formed.

"TO THE KING'S MOST EXCELLENT MAJESTY,

"The Memorial of Sir Horatio Nelson, K.B., and a Rearadmiral in your Majesty's Fleet,

"HUMBLY SHOWETH,

"THAT during the present war, your memorialist has been in four actions with the fleets of the enemy, viz. on the 13th and 14th of March, 1795; on the 13th of July, 1795; and on the 14th of February, 1797; in three actions with frigates; in six engagements against batteries; in ten actions in boats employed in cutting out of harbours, in destroying vessels, and in taking three towns. Your memorialist has also served on shore with the army four months, and commanded the batteries at the sieges of Bastia and Calvi. That during the war he has assisted at the capture of seven sail of the line, six frigates, four corvettes, and eleven privateers of different sizes; and taken and destroyed near fifty sail of merchant vessels; and your memorialist has actually been engaged against the enemy upwards of one hundred and twenty times. In which services your memorialist has lost his right eye and arm, and been severely wounded and bruised in his body. All of which services and wounds your memorialist most humbly submits to your majesty's most gracious consideration.

"HORATIO NELSON."

October, 1797.

The freedom of the city of London having been voted to Sir Horatio Nelson, in a gold box of one hundred guineas value, for his bravery and conduct in the British service; he attended the lord mayor, Sir William Anderson, at the chamberlain's office, on the 28th of November. After he had received the box, containing the freedom of the city beautifully written and illuminated, the customary oath taken by every freeman was administered: after which Mr. Chamberlain Wilkes thus addressed him:

“ REARADMIRAL SIR HORATIO NELSON,

“ I GIVE you joy; and with true satisfaction I return you thanks in the name of the lord mayor, aldermen, and commons of the city of London, in common council assembled, who have unanimously voted you the freedom of the capital, for your distinguished valour and conduct in the favourite service of the navy, and particularly against a very superior force of the enemy off Cape St. Vincent, on the 14th of February last.

“ Many of our naval commanders have merited highly of their country by their exertions; but in your case there is a rare heroic modesty, which cannot be sufficiently admired. You have given the warmest applause to your brother officers, and the seamen under your command; but your own merit you have not mentioned even in the slightest manner, and the relation of the severe and cruel wound you suffered in the service of your country is transmitted to posterity only by your noble commander in chief.

“ May you long live to enjoy the grateful benedictions of the country which you honour and protect!”

To this Admiral Nelson answered:

“ SIR,

“ NOTHING could be more gratifying to me, (as it must be to every sea officer) than receiving the high honour this day conferred upon me in becoming a freeman of the great city of London. And I beg you to believe, and to assure my fellow citizens, that my hand and head shall ever be exerted, with all my heart, in defence of my king, the laws, and the just liberties of my country; in which are included every thing that can be beneficial to the capital of the empire. I beg leave to return you, Sir, my sincere

thanks, for the very flattering expressions you have honoured me with on this occasion."

It was not till the 13th of December, that the surgeon by whom he was attended reported him fit for service; and it is worthy of remark, that on the 8th he had delivered with his own hand, to Mr. Greville of St. George's, Hanover Square, the following memorandum, which was read in the church the Sunday after. "An officer desires to return thanks to Almighty God for his recovery from a severe wound, and also for the many mercies bestowed upon him."

The ship which had been intended to carry his flag not being ready, he hoisted it on board the Vanguard, on the 19th of December, but did not get to sea till the April following. On the first of that month, he sailed from Spithead with a convoy for Lisbon; but while they were off the back of the Isle of Wight, the wind came round to the west, and obliged them to return to St. Helen's. On the 9th he sailed again with the convoy, and on the 29th joined Lord St. Vincent off Cadiz.

At this time the French were fitting out a formidable armament at Toulon, with transports for the conveyance of a large body of forces. Bonaparte, signalized by his great and recent successes in Italy, was to have the command; and not only military officers, but men of science, not only shot and shells, but philosophical instruments and printing presses, chemical apparatus, electrical machines, and airballoons, were to accompany the expedition. These preparations were all perfectly adapted to a permanent establishment in Egypt, which was talked of publicly as the destination of the fleet, while an air of mysterious secrecy was affected. But the character of the French, for a propensity to practise deception was too well established, for our commanders to place implicit confidence in these appearances, which they had too much reason to suppose might be employed merely as stratagems of war; and therefore it was judged prudent, not to act decidedly upon this supposition, but to watch their motions, and to wait for something less equivocal.

Conformably to this plan, Rearadmiral Nelson sailed from Cadiz in the Vanguard, the day after his arrival, with the Orion and Alexander of seventy-

four guns each, the Emerald and Terpsichore frigates, and la Bonne Citoyenne sloop of war. He touched at Gibraltar, which he left on the 9th of May, and nothing material occurred till the 22d, when, being in the Gulf of Lyons, a sudden squall assailed the squadron. The Vanguard being exposed to the strongest vein of the tempest, all her topmasts, and soon after the foremast, were carried away, and her bowsprit sprung in many places. At this time, the French fleet could not have been many leagues distant, as it had sailed from Toulon that very day. When the gale had abated, the Alexander took the Vanguard in tow, and bore up for Sardinia; the Orion looking out ahead, to endeavour to get a pilot to conduct them into the road of St. Pierre, all the frigates having parted company during the gale. On the 24th, they reached that roadstead with very great difficulty, and hoped to have received all the succour their distressed state required from a neutral power. The governor, however, felt himself under the necessity of refusing this from dread of the French; but he had neither the means, nor at bottom the inclination, to prevent the British ships from coming to an anchor. Under this apparent compulsion, they obtained from him such assistance, as, with the resources our seamen always have in themselves, enabled Captain Berry, aided by Sir James Saumarez and Captain Ball, to equip the Vanguard with a jury foremast and main and mizen topmasts, fish the bowsprit, and get to sea again with topgallant yards across in four days.

The following extract of a letter written by Admiral Nelson to his wife, on this occasion, strikingly depicts his feelings and his sentiments.

“ Vanguard, St. Peter's Island, off Sardinia, May 24, 1798.

“ MY DEAREST FANNY,

“ I OUGHT not to call what has happened to the Vanguard by the cold name of accident; I believe firmly it was the Almighty goodness, to check my consummate vanity. I hope it has made me a better officer, as I feel it has made me a better man; I kiss with all humility the rod. Figure to yourself, on Sunday evening at sunset, a vain man walking in his cabin, with a squadron around him, who looked up to their chief to head them to

glory, and in whom their chief placed the firmest reliance, that the proudest ships of equal numbers belonging to France would have lowered their flags; and with a very rich prize lying by him.—Figure to yourself on Monday morning, when the sun rose, this proud conceited man, his ship dismasted, his fleet dispersed, and himself in such distress, that the meanest frigate out of France would have been an unwelcome guest. But it has pleased Almighty God to bring us into a safe port, where, although we are refused the rights of humanity, yet the Vanguard will, in two days, get to sea again as an English man of war.”

The admiral was too eager to execute the orders he had received, to think of sailing to Naples, or any other friendly port, where he might have received, without difficulty, all the assistance for getting his ship properly refitted, which her condition seemed to demand; nor did he ever express the slightest intention of shifting his flag to either of the other vessels, which would have appeared desirable to many, from the peculiar circumstances of his own. Happily when they got to sea, the Vanguard was found to sail and work as well as her consorts, though apparently in such a crippled state.

On the 4th of June, the squadron reached the place of rendezvous, and on the 5th the Mutin, Captain Hardy, brought the admiral the pleasing intelligence, that Captain Troubridge had been detached with ten sail of the line and a fifty-gun ship, to reinforce him. With this addition, he observed to Captain Berry, he should deem himself a match for any hostile fleet he could encounter in the Mediterranean, and his only desire was to fall in with one.

The squadron being spread, on the 6th of June, anxiously looking out for the expected reinforcement, several vessels appeared in sight, which the admiral was informed, by a sail he spoke with, were Spanish ships richly laden. But prizemoney was no object to a mind absorbed by grander views, and he would not for the sake of it delay a moment his course to meet the promised ships, that he might pursue the enemy, of whose departure from Toulon he had received certain intelligence. The Alexander, being on the look out, had stopped one of the ships: but Captain Ball, finding she had on board

eighty or ninety priests, driven from Rome by the cruelties and persecution of the French, thought it would be an act of humanity to permit the ship to continue her voyage; and accordingly released her, and joined the admiral, bringing with him a few volunteers from the Spanish vessel, chiefly Genoese, who expressed their desire of the honour of serving in the British fleet, and their detestation and resentment of the ill usage they had experienced from the French.

At noon, on the 8th, the man at the masthead descried ten ships with all sail set, standing upon a wind, in close line of battle. An exchange of private signals showed them to be British ships of war, and before sunset the ardently desired junction took place; an event which was certainly accelerated by the great nautical ability and zeal of Captain, now Rearadmiral, Sir Thomas Troubridge. The admiral had neither received instructions what course to steer, nor any certain intelligence respecting the destination of the enemy's fleet: thus he was left entirely to his own judgment, on which the commander in chief could rely with perfect security. At the same time he had the happiness to find, that it was unnecessary to give the captains of his squadron directions for being in constant readiness for battle. In this point their zeal anticipated his utmost wishes; for the decks of every ship were kept perfectly clear night and day, and every man was ready to be at his post at a moment's notice. He had likewise the satisfaction to perceive, that the men were exercised daily both at the great guns and small arms, and that every thing was in the best state of preparation for an engagement.

As the French had sailed with a northwest wind, the admiral conceived it most probable, that they were really destined for Egypt. At least this convinced him, that they were gone up the Mediterranean: but, that he might not act too rashly on a probable conclusion, he sent the *Mutin* to *Civita Vecchia*, to get intelligence there or along the coast of Italy, while he stood for *Corsica*, which he reached on the 12th of June. Having yet gained no information, though he had spoken with several vessels, he continued his course between *Corsica* and *Elba*, steering to the northward of the little island of *Pianosa*, a passage through which neither fleets nor large ships are accus-

tomed to sail; and was rejoined off the coast of Italy by the Mutin, which brought him no intelligence, all the zeal of Captain Hardy for this purpose having been exerted in vain. Hoping that he might be more successful at Naples, which also lay in his way up the Mediterranean, he proceeded thither. Making the summit of Vesuvius on the 16th, he dispatched Captain Troubridge in the Mutin, to learn what he could from Sir William Hamilton. Captain Troubridge returned with nothing more than a report, that the French were gone to Malta. On this the admiral determined to take the shortest course, passing through the Faro di Messina, for which the wind was favourable. While he was sailing through this strait on the 20th, many boats came off to him from Sicily with great demonstrations of joy, as soon as they found it was a British squadron; for they were apprehensive the French meant to attack them, after having taken Malta. Here he was informed by the British consul, that the island of Malta had actually surrendered, and that the French fleet lay at Goza.

On this he immediately formed a plan for attacking them at anchor, and hastened on with all the sail he could carry. On the 22d, at break of day, the Mutin spoke a Genoese brig just come from Malta, the master of which brought intelligence, that the French had sailed from that island on the 18th, with a fresh gale at northwest. Immediately the admiral made the signal to bear up, and stand to the southeast with all sail. From this time till the 29th of June, the squadron spoke only three vessels, two of which were from Alexandria, the other from the Archipelago, but neither of them had seen any thing of the French fleet. They made the Pharos this day, and neared the land till all the ships had a distinct view of both the harbours of Alexandria, but no enemy was visible in either. The Mutin stood in, and sent a boat on shore, when the bashaw appeared equally surprised at the sight of a British squadron, and at the information that he might expect an attack from the French.

It was natural to presume, that the French would have steered the shortest course for Alexandria, had Egypt been the place of their destination; and as the English had done this, sailing from nearly the same point a few days

after them, it was not probable, that our squadron could have passed their fleet without perceiving it, so as to reach the port to which it was bound before it. The fact was, the French had shaped their course first for Candia, and thence bore away for Alexandria, thus making a considerable angle, and sailing more slowly on account of the great number of transports with them: while our small squadron, being obliged to sail in close order, was confined to a small space, had no frigates that could be kept on the look out, and, while eagerly pressing on, passed them probably in the night between Candia and the coast of Barbary, the distance of which is about sixty leagues. This, however, was a circumstance, which it was impossible for Admiral Nelson to conceive at the time; and therefore he stood over to the coast of Caramania without delay, in order to reach some quarter, from which he might obtain intelligence, and where he could supply his ships with water, as their stock of this indispensable article began to grow short.

On the 4th of July he made the land, and then continued his course westerly, carrying a press of sail with a contrary wind both night and day, and steering along the south side of Candia, till on the 18th he made the island of Sicily. The Vanguard had had no opportunity of taking in water since the 6th of May, so that her stock, as well as that of several other ships in the squadron, was nearly exhausted. Accordingly the admiral determined to enter the port of Syracuse, though there was no person in the fleet acquainted with it; but the skill and judgment of the officers carried in every ship with safety. This port had no regular watering place for a fleet, yet the great exertions of the officers and men completed this necessary service in five days, and on the 25th the squadron once more put to sea.

At Syracuse the admiral was still unable to obtain any positive information respecting the enemy: but it appeared, that they had not been seen in the Adriatic Sea, or in the Archipelago, or to go down the Mediterranean to the westward. Egypt, therefore, was still the most probable place of meeting with them; but, as the admiral presumed some authentic intelligence might be procured in the Morea, he steered his course thither, and on the 28th reached the Gulf of Coron. Here the fleet was not detained more than three

hours, owing to the diligence of Captain Troubridge, who was dispatched into Coron in the Culloden. He was informed by the Turkish Bashaw, that a numerous French fleet had been seen off Candia about a month before, standing to the south-east; this determined the admiral to bend his course for Alexandria once more, and he crowded sail for that port. The Alexander and Swiftsure had been sent forward to reconnoitre on the evening of the 31st of July, and came in sight of the harbour the next day at noon. It's appearance at this time was very different from what it was on the former occasion, as it was full of vessels of various kinds, on board some of which the French flag was descried. This was a gratifying sight to all our squadron, who now considered their pursuit at an end.

In conducting the evolutions of a fleet there are many obstacles, which are not easily surmounted; and for this reason the simplest mode of engaging, that in a line, had been generally adopted. The advantage of a deviation from this plan on some occasions had been perceived; but, where every particular movement is to be directed by signal, at the instant, various circumstances may prevent the signal from being observed in time, at least by some of the ships; to say nothing of the irregularities of wind and other occurrences, that may thwart it's execution; and when a captain has obeyed a signal, and done all it commands, he may be at a loss how to proceed, till he receives fresh directions. The penetrating and judicious mind of a Nelson was not only aware of this, but conceived it's proper remedy: revolving in his imagination the various ways and circumstances in which he might encounter the French fleet, he had digested a particular plan of attack for every probable case of wind and position: but this was not all, whenever opportunity occurred, he had every one of his captains on board the Vanguard, and unfolded and explained to them his ideas on the best modes of engaging the enemy, to ensure success; thus they were made fully masters of his intentions, and knew how to proceed when once they got sight of the enemy, so that very few signals were necessary, to enable all the ships to act in concert, as if animated by one mind.

From the number of troops embarked on board the French fleet, and

the command being given to the man whom they had styled the conqueror of Italy, Admiral Nelson sagaciously concluded, that an expedition had been planned, which the land forces would be capable of executing, should even the transports alone reach the place of their destination. To frustrate this, therefore, he had arranged his forces in three divisions, the central consisting of six ships, and each of the others of four. Of these smaller divisions one, whichever of them it was that happened to be in the most suitable position, was to pursue the transports, and sink or destroy as many as it could; while the other, in concert with the central division, was to attack the ships of the line. By this judicious plan there can be no doubt, but the expedition to Egypt would have been defeated, had he fallen in with the French on their voyage. Perhaps too, a Brueys and a Kleber might have been still living; and the waves have passed over that head, which now wears an imperial crown. But it was otherwise ordained, and the navy of France was destined to such a total overthrow, as under these circumstances it could scarcely have experienced.

While the *Alexander* and *Swiftsure* were looking into the harbour, the rest of the squadron kept in the offing. The *Zealous*, Captain Hood, first descried the enemy lying at anchor, in line of battle, in the bay of Aboukeer, which was then on his larboard bow. On his communicating this by signal, the admiral immediately hauled his wind, it then blowing a topgallant breeze from the north-north-west, and the whole squadron, observing him, did the same. The signal for calling the *Alexander* and *Swiftsure* into the fleet was followed by that to prepare for battle, and another to express the admiral's intentions of engaging the enemy's van and centre as they lay at anchor. His design was by this proceeding to secure the victory, and afterward make the most of it, as circumstances might allow.

The French were moored in a compact line, close in with the shore, their line forming a very obtuse angle, and being flanked by several gunboats, four frigates, and a battery of guns and mortars on an island in the van. Their position presented the most formidable obstacles, and appeared to secure them the most decisive advantages, as they had nothing to attend to but their artillery, on their superior skill in which the French greatly pride them-

selves, and certainly not without reason: but the admiral viewed all these with the eye of a seaman determined on attack, and resolved to conquer or perish in the attempt.

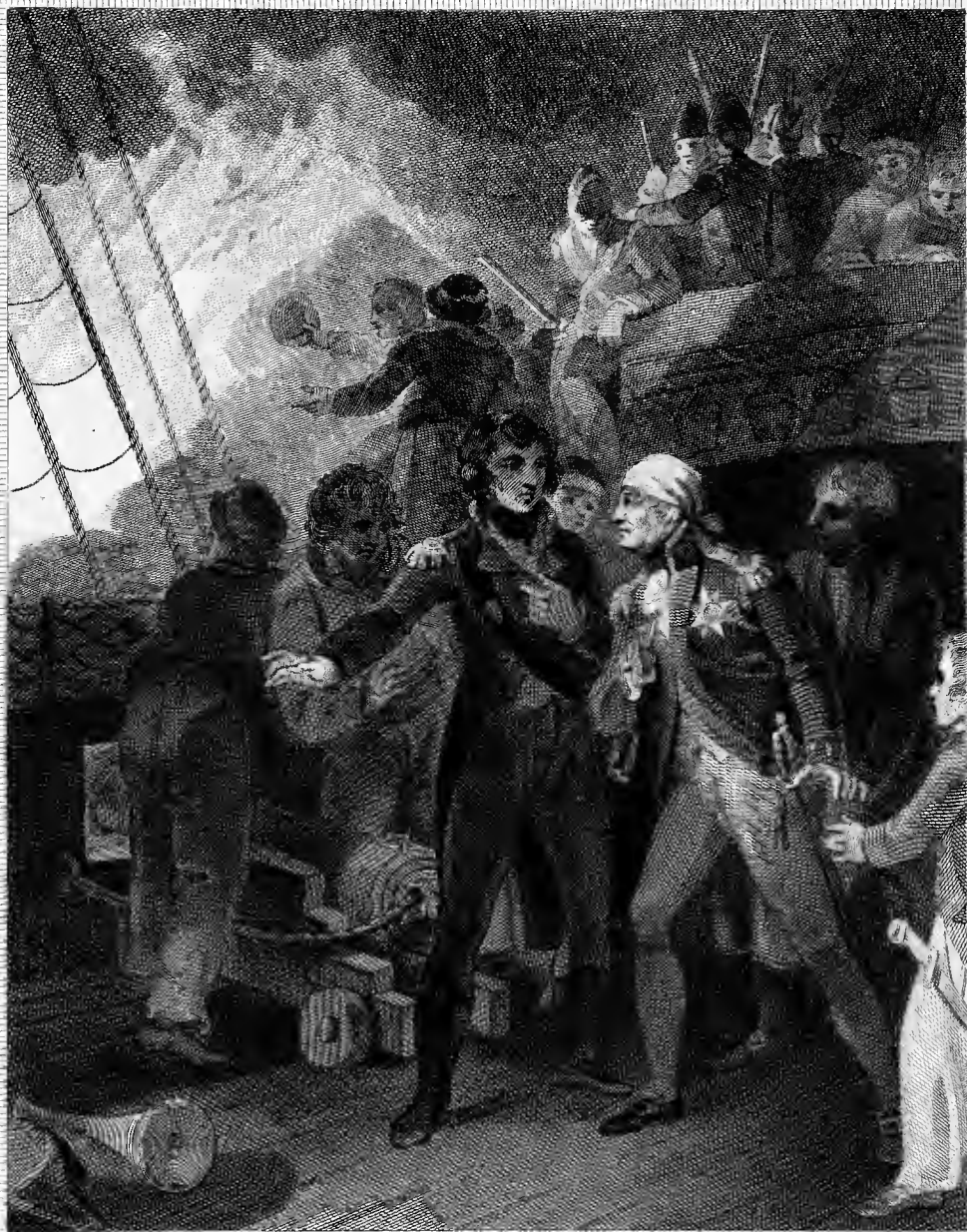
Each ship, having got a bower cable out abaft and bent forward, continued carrying sail, and standing in for the enemy's fleet, in close line of battle, sounding all the way, as not an officer on board was acquainted with the place. The Culloden having unfortunately grounded on the point of a narrow shoal, in rounding the island, the Goliath and Zealous led the attack, and, with the Orion, Audacious, and Theseus, taking their station between the enemy's van and the shore, were immediately in close action. The Vanguard was the first ship that anchored on the outside of the enemy, engaging *le Spartiate*, the third ship in the French line, within half pistol shot. Our leading ships, as they stood in, were unavoidably exposed to receive the whole fire of the broadsides of the enemy's vessels into their bows; yet the necessary hands were employed aloft in furling the sails, and on deck hauling the braces, with the greatest coolness, preparatory to casting anchor. But when the Vanguard had taken her station, she covered the approach of the ships in the rear, which were following in close order. The *Leander* of fifty guns was not of sufficient force to venture to lie along side of any of the French ships; Captain Thompson, therefore, who commanded her, very judiciously dropped anchor athwart hawse of *le Franklin*, of eighty guns, and opened on her a raking fire, every shot that missed *le Franklin* striking *l'Orient*, the flag ship of the admiral.

The action began just at sunset, which was about half past six, and by seven the fleets were enveloped in darkness, broken only by the fire of their cannon, which at intervals illumined the whole hemisphere. Previous to this, however, the English ships had hoisted their distinguishing lights on a signal from the admiral. Within twelve minutes after the commencement of the action, *le Guerrier*, the headmost ship of the enemy, was dismasted; and in ten more the two next, *le Conquerant* and *le Spartiate*, were both reduced to the same condition nearly at the same moment. In the heat of the engagement Admiral Nelson received a very severe wound in the forehead, over the right

eye, from a piece of langrage shot, the shock of which was so great, that it would have struck him down, had not Captain Berry, who was near, caught him in his arms. Being taken down to the cockpit, the surgeon, who was dressing some of the wounded seamen, immediately hastened to attend his commander; but he, with the greatest composure, refused his present assistance, saying, he would take his turn with his brave fellows. At this very time he imagined, and not without reason, from the violence of the blow and the great effusion of blood that ensued, that the wound would prove fatal; and under this persuasion he employed himself in delivering some confidential messages to his various friends, and more particularly one which he wished to be conveyed to his wife by the chaplain. He likewise appointed Captain Hardy of the *Mutin* to be captain of the *Vanguard*; and afterward took an affectionate leave of Captain Louis, who commanded the *Minotaur*, and whom he had sent for expressly, that he might have the satisfaction of thanking him in person for the assistance he had rendered the *Vanguard* in the height of danger. "My dear Louis," said he, "farewel! I shall never, if I survive, forget the obligation I am under to you. Whatever may become of me, my mind is at peace." Such were his sentiments, and such his conduct, on this awful occasion.

When the surgeon, conformably to his express injunctions, had done what was necessary for those who were previously wounded, he advanced to the admiral, and unbound his head. While he was removing the handkerchief, and inspecting the wound, all was silence, and every eye was intent on the countenance of the surgeon, there to discover what they had to hope or to fear. On examination he had the satisfaction to find, that the wound, though extensive, was superficial, and not likely to be attended with any bad consequences. The news was received with transport, and diffused joy throughout the whole ship with rapidity; for never was a commander more sincerely beloved. A striking proof, that courage and kind treatment will ever win the affections of seamen, even to one who maintains the strictest discipline among them.

Meanwhile, *l'Aquilon* and *le Souverain Peuple*, the fourth and fifth ships



BATTLE OF THE NILE

W. Broucher del.

W. H. Worthington sculp.

Proof

Published by R. Bowyer, Pall Mall, London, March 1868.

in the line, had struck their colours about half after eight o'clock, and were in our hands. Captain Berry had sent Lieutenant Galway of the Vanguard with a party of marines, to take possession of le Spartiate; and the boat returned with the French captain's sword, which Captain Berry carried down to the admiral: at the same time he had the pleasing intelligence to communicate, that l'Orient, l'Heureux, and le Tonnant, though our people had not yet taken possession of them, might be considered as absolutely in our power. Unfortunately, at ten minutes after nine, a fire was observed on board l'Orient, which appeared to proceed from the cabin, and advance with great rapidity, so that the whole of the after part of the ship was presently in flames. The admiral, being informed of this circumstance, came upon deck immediately, though suffering greatly from his wound. The first consideration with him was concern for so many lives exposed to the most imminent danger; and accordingly he directed Captain Berry, to make every exertion to save as many as possible. A boat, the only one that could swim, was instantly dispatched from the Vanguard, and the example was immediately followed by other ships, that were in a condition to do it. Thus the lives of about seventy Frenchmen were saved.

The light diffused on all the surrounding objects by the flames, that rose from l'Orient, enabled the admiral to discern with more certainty the situation of the two fleets, the colours of both being rendered clearly distinguishable by it. The firing was still kept up in part to leeward of the centre, till about ten o'clock, when l'Orient blew up with a tremendous explosion. An awful pause and deathlike silence then ensued for about three minutes, when the wreck of the masts, yards, and other materials, that had been carried to a vast height, fell down into the water, and on board the surrounding ships. A portfire from her fell into the maintopgallant-royal sail of the Alexander, but the fire it occasioned was extinguished in about two minutes by the activity of Captain Ball. The gallant Brueys, though he foresaw the defeat of his fleet, did not live to see it's fate, or that of his own ship. Early in the action he had been slightly wounded in the head, and likewise in the arm, but would not quit the deck. Soon after he received a shot in the belly, which nearly

cut him in two; and, sensible he had not long to survive, he desired to be left to die at his post, which he did in about a quarter of an hour.

After the pause occasioned by the tremendous scene, that caused the destruction of the French admiral's ship, the firing recommenced with the ships to leeward of the centre, and continued till twenty minutes after ten. From this time not a gun was heard for ten minutes, when the firing was again revived, and did not totally cease till near three o'clock in the morning. At five minutes after five in the morning, the two rearmost of the enemy, le Guillaume Tell and le Genereux, were the only ships of the line that had their colours flying. A few minutes before six, l'Artemise, one of the frigates, fired a broadside, and immediately hauled down her ensign; yet, after having thus surrendered, the French captain basely set fire to the ship, and then made his escape to the shore with part of his crew. Another frigate, la Serieuse, had been sunk by the fire from some of our ships; but, as her poop remained above water, her men were saved upon it, and taken off by our boats in the morning. The Bellerophon, her masts and cables having been entirely shot away, could not keep her station abreast of l'Orient, but had drifted out of the line to the lee side of the bay, a little before that ship blew up; and in the morning the Audacious was dispatched to her assistance. At eleven o'clock le Genereux and le Guillaume Tell, with the two remaining frigates, le Justice and le Diane, cut their cables and stood out to sea. Captain Hood, in the Zealous, gallantly attempted to prevent their escape; but as there was not another ship of the whole squadron in a condition to make sail and support him, he was recalled by signal.

The whole of the second of August was employed in securing the French ships that had struck, all of which were completely in possession of the British squadron, except le Tonnant and le Timoleon. As these were totally dismasted, and in consequence could not escape, it was natural to leave them to the last. On the morning of the third, however, le Timoleon was set on fire by her crew, and le Tonnant cut her cable, and drifted on shore; but the latter ship was soon got afloat again by the exertions of Captain Miller of the Theseus, and secured in the British line.

The Culloden, which had grounded in coming in from the over anxiety of Captain Troubridge to begin the action, could not be gotten off till the morning of the second; and she was then found to have struck with such force, from the rate at which she was going, that her rudder was beaten off, and her bottom very considerably damaged. Indeed, she let in the water so fast, that the crew could scarcely keep her afloat with all her pumps going. On this occasion, the abilities and resources of Captain Troubridge's mind were admirably exerted, and availed him greatly. In four days he had a new rudder made upon his own deck, which was immediately shipped, and the Culloden was again in a condition for service, though still very leaky. Captain Troubridge, to his great regret, had thus been rendered unable to assist in the day of battle; yet his zeal and activity after it were not useless, as he kept up a communication with the shore, and had the address, notwithstanding the vicinity of the French garrisons, to procure a supply of fresh provision, onions, and other necessities, which were served out to the sick and wounded, and proved of essential benefit.

The attention of the admiral, who knew the wounded of his own ships had been well taken care of, was immediately directed to those of the enemy. He established a truce with the governor of the fort at Aboukeer, and through him made a communication to the commanding officer at Alexandria, that it was his wish, as much as possible, to alleviate the misfortune of the wounded Frenchmen, whom, therefore, he was willing to allow to be taken ashore to proper hospitals, with their own surgeons to attend them. To this proposal the French readily assented, and it was carried into execution the next day.

During the battle, the Arabs and Mamelukes, who naturally considered the enemies of their foe the French as friends to themselves, lined the shore, awaiting the event with anxious expectation: and, as soon as they saw victory had declared decisively for the British arms, their exultation was almost as great, as if the conquest had been their own; their joy being testified by illuminations for three successive nights, which spread over the whole coast and country, as far as the eye could reach. This tended still more to depress the minds of the unfortunate prisoners, who could not avoid concluding, that

their calamity, great as it was, had not come alone, but that their countrymen on shore had likewise experienced some signal defeat.

We have already had occasion to notice the religious tendency of Admiral Nelson's mind, when mentioning his recovery from the loss of his arm: the beginning of his dispatches, in which he gives an account of this victory, breathes the same spirit: and, though it may be supposed his time and attention, as well of those of all the officers in his squadron, must have been pretty fully occupied in repairing the damages sustained by their own ships, and in securing those of the enemy, on the morning of the 2d he issued a memorandum to the several captains of his squadron, recommending to them a public thanksgiving for the victory. Conformably to this, service was performed on the quarterdeck of the Vanguard at two o'clock that day, by the Rev. Mr. Comyn; and the other ships followed the example of the admiral, though it was not convenient to all at the same hour. This solemn act of gratitude to Heaven appeared to make a very deep impression upon several of the prisoners, both officers and men; perhaps not the less for the great lengths the convention had gone in it's endeavours to eradicate all religious principles; and some of the former remarked, "it was no wonder such order and discipline were preserved in the British navy, when the minds of the men were impressed with such sentiments after a victory so great, and at a moment of such seeming confusion." On this discipline and good order the admiral laid particular stress in his thanks to the men and officers of his squadron, which he issued the same day; and, after this recent experience of their advantages, the truth of such observations could not fail to be felt by every mind.

By this great blow the French army in Egypt was totally cut off from the mother country, and reduced entirely to it's own resources, without any hopes of succour, or means of retreat; for it's fleet, the only medium by which it could maintain any effectual communication with France, was not simply defeated, but totally annihilated. And it is remarkable, that not one of the four ships, that escaped from Aboukeer, had the good fortune to remain long out of our hands; for le Genereux was captured by Admiral Nelson on the 18th of February, 1800, off Malta; le Guillaume Tell was taken

off the same island by Sir Edward Berry, on the 31st of March; as was *la Diane* by Captain Martin, on the 24th of August; and, on the 2d of September, 1801, *la Justice* was found in the harbour of Alexandria, when that city surrendered to General Hutchinson.

On the 4th day after the action, the admiral dispatched Captain Berry in the *Leander*, to carry an account of the victory to Lord St. Vincent, then off Cadiz. This small ship, carrying only fifty guns, and being upward of eighty men short of her complement, on the 16th fell in with *le Genereux*, the seventy-four that had escaped from Aboukeer Bay. At nine in the morning, being off Goza, the Frenchman brought her to action; and Captain Thompson defended his ship with equal skill and bravery till half after three. Being then nearly a wreck, and in such a situation, that she could scarcely bring a gun to bear on the enemy; three officers and thirty-two men killed, seven officers, including the captain himself, and fifty men wounded; all further resistance was hopeless, and the ship was surrendered.

Apprehensive of such an event, the admiral had dispatched the honourable Captain Capel, of the *Mutin* sloop, to Naples, thence to proceed by land to England with the news. He was likewise aware of the importance of the event being known in our East India territories; and in consequence he sent Lieutenant Duval, of the *Zealous*, over land to Bombay, on the 9th of August, with the first account of the French expedition to Egypt, and what he had learnt of its state and intended movements, from some dispatches of Bonaparte, which he had intercepted the preceding day.

When the news of this important victory reached England, the most enthusiastic joy pervaded all ranks of people. The man whose gallantry had already assigned him a station in the foremost rank of fame, had annihilated the French fleet in the Mediterranean, a fleet intended to cooperate with a general, on whom France appeared to place all her hopes; and thus nipped in the bud an expedition, which was intended ultimately to give a fatal blow to our valuable and extensive acquisitions in the East. An achievement so great in itself, and important in its consequences, could not possibly pass unnoticed, or remain unrewarded. On the 2d of October, the intelligence reached

England, and on the 6th his majesty created the brave and successful admiral a peer of Great Britain, by the title of Baron Nelson of the Nile, and of Burnham Thorpe, in the county of Norfolk. He likewise added an honourable augmentation to the arms he already bore, and to the supporters, which, as a knight of the Bath, he had been authorised to use. At the meeting of parliament, on the 20th of November, his majesty thus began the speech from the throne, with which he opened the session :

“ MY LORDS AND GENTLEMEN,

“ THE events which have taken place in the course of the present year, and the signal successes, which, under the blessing of Providence, have attended my arms, have been productive of the happiest consequences, and have essentially promoted the prosperity and glory of the country. The unexampled series of our naval triumphs has received fresh splendour from the memorable and decisive action fought by a detachment of my fleet, under the command of Rearadmiral Lord Nelson, which attacked and almost totally destroyed a fleet of the enemy, superior in force, and strengthened by every advantage of situation. By this great and brilliant victory, an enterprise, the injustice, perfidy, and extravagance of which had fixed the attention of the world, and peculiarly directed against some of the most valuable interests of the British empire, has in the first instance been turned to the confusion of its authors, and the blow thus given to the power of France has afforded an opening, which, wisely improved by other powers, may lead to the general deliverance of Europe.”

The next day, a vote of thanks to Lord Nelson for his very meritorious conduct, in the signal victory obtained by him over the French fleet in the Mediterranean, and to the officers, sailors, and marines, who served under his lordship upon that glorious occasion, passed each of the houses of parliament; and, on the 22d, the late Mr. Pitt, being the chancellor of the exchequer, communicated to the House of Commons the following message from his majesty :

“ His majesty having taken into consideration the signal and meritorious services performed by Rearadmiral Lord Nelson, in the memorable and decisive victory obtained over a superior French fleet, off the mouth of the Nile, not only highly honourable to himself, but eminently beneficial to these kingdoms; and his majesty being desirous to confer upon him some considerable and lasting mark of his royal favour, in testimony of his approbation of his great services, and therefore to give and to grant unto the said Rearadmiral Lord Nelson, and the two next heirs male, to whom the title of Baron Nelson of the Nile and Burnham Thorpe in the county of Norfolk shall descend, for their lives, the net sum of two thousand pounds per annum; but his majesty not having it in his power to grant any annuity to that amount, or for a period beyond his own life, his majesty recommends it to his faithful commons, to consider of the means of enabling his majesty to extend and secure an annuity of two thousand pounds per annum to Rearadmiral Lord Nelson, and the two next male heirs, to whom the title of Baron Nelson of the Nile and of Burnham Thorpe in the county of Norfolk shall descend, in such manner as shall be most advantageous to their interests.”

On this occasion some debate arose; not that the voice of dissent against the propriety of conferring honours and bestowing rewards on the hero of the Nile was heard; but many expressed their dissatisfaction, that these honours and rewards were not much greater. It was probably owing to this, that an additional thousand a year was voted him in the parliament of Ireland.

After the battle off Cape St. Vincent's Lord Nelson had presented to the city of Norwich, as the chief town of his native county, the sword of the Spanish admiral; he now presented to the city of London, as a return for the freedom of the corporation bestowed on him on that occasion, the sword of the French admiral, which was brought over by the Hon. Captain Capel, with the following letter to the lord mayor:

“ MY LORD,

“ Vanguard, Mouth of the Nile, Aug. 8, 1798.

“ HAVING the honour of being a freeman of the city of London, I take the liberty of sending to your lordship the sword of the com-

manding French admiral, Monsieur Blanquet, who survived after the battle of the 1st, off the Nile; and request that the city of London will honour me by the acceptance of it, as a remembrance, that Britannia still rules the waves; which, that she may ever do, is the fervent prayer of

“HORATIO NELSON.”

A court of common-council was immediately held on the occasion; the thanks of the court were unanimously voted to Lord Nelson, and the officers and men under his command; and the sword was ordered to be placed in the most conspicuous part of the council-room, enclosed in an elegant glass case, and with the following inscription on a marble tablet underneath:

“The sword of Monsieur Blanquet, the commanding French admiral, in the glorious victory off the Nile, on the 1st of August, 1798, presented to this court by the Right Honourable Admiral Lord Nelson.”

At the same time it was resolved, that a sword of the value of two hundred guineas should be presented to his lordship, as a testimony of the high sense the city entertained of his public services; and that the freedom of the city, in a gold box of one hundred guineas value, should be presented to Captain Berry, as a mark of esteem for his gallant behaviour on the 1st of August. To render the present as agreeable as possible to the brave admiral, the lord mayor, Sir J. W. Anderson, in the letter which he transmitted to him on account of the proceedings of the court, requested he would give directions respecting the devices, with which he should wish the intended present might be ornamented, but this his lordship handsomely declined in the following letter:

“SIR,

“Vanguard, Palermo, Jan. 31, 1799.

“I HAVE only this day received your letter, when lord mayor, of the 16th of October, and beg that you will convey to the court of common-council my sincere gratitude for all their goodness to me, and assure them it shall be the business of my life, to act in the manner most conducive to the prosperity of the city of London, on which depends that of our country.

I am truly sensible of your politeness in desiring me to say what particular devices I should wish on the sword, which is to be presented to me by the city of London; but I beg to leave that to the better judgment of my fellow-citizens. Believe me, when I assure you I feel myself,

“Your most faithful and obliged Servant,

“NELSON.”

“SIR J. W. ANDERSON.”

A public body of far greater opulence, the East India Company, was so sensible of the important service his lordship had rendered it, in parrying a blow, that aimed at nothing short of its total ruin, as to vote him a gift of ten thousand pounds: and the company of Turkey merchants, to whose welfare the victory of Aboukeer was little less essential, made him a valuable present of plate.

The present of a gold medal from his majesty to each of the captains as well as the admiral, was not peculiar to the present occasion, as it had been conferred as a mark of honour on all those engaged in the victories under Earl Howe, Lord St. Vincent, and Lord Duncan. The first lieutenant of every ship in the action was made a master and commander; and the commander of the Mutin sloop was promoted to the rank of post captain.

But in this list of honours and rewards the tokens of respect paid by individuals must not be passed over in silence. Alexander Davison, Esq., of St. James's Square, whose intimacy with Lord Nelson had commenced at an early period in North America, and whose house was the admiral's home when in London, had a medal struck by Bolton to commemorate the victory. He presented one of gold to every captain in the fleet, beside four to the admiral, and one to his majesty and a few of the principal members of administration; one of silver to every lieutenant, and every officer of similar rank; one of copper gilt to every warrant and petty officer; and one of copper bronzed to every common sailor and marine. The Hon. Mrs. Damer, whose celebrity as a sculptor is well known, voluntarily made an offer to the city of London to execute and present to it a bust of Lord Nelson, either in marble or bronze;

which was eagerly accepted, and the bust, which is of marble, now stands in the council-chamber at Guildhall.

The captains of the different ships presented his lordship with a magnificent sword, the hilt of which appropriately represented a crocodile; and many trifling articles, formed out of the wreck of l'Orient, were sent to his lordship by various officers in the fleet; which, though of no intrinsic worth, could not but be valued by him as tokens of affection and regard. Among these, the most memorable was that of Captain Hallowell, which accompanied him to the grave. This was sent with the following note :

“ SIR,

Swiftsure, August, 1798.

“ I HAVE taken the liberty of presenting you a coffin, made of the mainmast of l'Orient, that, when you have finished your military career in this world, you may be buried in one of your trophies; but that that period may be far distant, is the earnest wish of your sincere friend,

“ B. HALLOWELL.”

His lordship is said to have been so much pleased with this present, that he kept it for a long while in his cabin, and at length reluctantly consented to its removal.

Neither were the honours and rewards bestowed on his lordship confined to this kingdom. When the news of the victory reached the Ottoman Porte, the Grand Seignior directed a superb diamond chelengk, or plume of triumph, taken out of one of the imperial turbans, to be sent to Admiral Nelson, with a robe of scarlet cloth lined with the finest sable. He likewise sent a purse of two thousand zechins, about nine hundred pounds sterling, to be distributed among the British seamen wounded at the battle of the Nile. With these presents a Turkish frigate was dispatched to Alexandria, the following note having been previously delivered to Mr. Smith, his Britannic majesty's minister plenipotentiary at Constantinople.

“ It is but lately, that by written communication it has been made known how much the Sublime Porte rejoiced at the first advice received of the Eng-

lish squadron in the White Sea^a having defeated the French squadron off Alexandria, in Egypt.

“By recent accounts, comprehending a specific detail of the action, it appears now more positive, that his Britannic Majesty’s fleet has actually destroyed by that action, the best ships the French had in their possession.

“This joyful event, therefore, laying this empire under an obligation, and the service rendered by our much esteemed friend, Admiral Nelson, on this occasion, being of a nature to call for public acknowledgment, his impérial majesty, the powerful, formidable, and most magnificent Grand Seigneur, has destined as a present, in his imperial name, to the said admiral, a diamond chelengk, and a sable fur, with broad sleeves; beside two thousand zechins, to be distributed among the wounded of his crew. And as the English minister is constantly zealous in his endeavours to increase the friendship between the two courts, it is hoped he will not fail to make known this circumstance to his court, and to solicit the permission of the powerful and august king of England, for the said admiral to put on and wear the said chelengk and robe.”

“Sept. 8, 1798.”

When the Turkish frigate reached Alexandria, Admiral Nelson had sailed: the effendi, therefore, who was charged with the delivery of the presents, took his passage to Naples in the *Alcmene* frigate. On their arrival the effendi and his suite, thirteen in number, executed their commission with great gravity and dignity, in the Oriental style. Having put on their robes of ceremony in his lordship’s antichamber, they presented the chelengk, robe, and purse on cushions, as likewise a rose formed of diamonds, the gift of the dowager sultana, and with the chelengk, the following letter, that the admiral might be fully sensible of the honour conferred on him:

“Constantinople, October 3, 1798.

“A superb aigrette, of which the marginal sketch gives but an imperfect idea, called a chelengk, or plume of triumph, such as have been,

^a The eastern part of the Mediterranean is called *Ak Degniz*, or the White Sea, by the Turks.

upon every famous and memorable success of the Ottoman arms, conferred upon victorious mussulman seraskiers, I believe never before upon an unbeliever, as the *ne plus ultra* of personal honour, separate from official dignity. The one in question is entitled rich in it's kind, being a blaze of brilliants, crowned with a vibrating plumage, and a radiant star in the middle, turning on it's centre by means of watchwork, which winds up behind. This badge was actually taken from one of the imperial turbans, and can hardly, according to the ideas of such insignia here, be considered as less than equivalent to the first order of chivalry in Christendom—such, at least, was my view in the donation."

The emperor Paul of Russia too sent Lord Nelson his picture in a gold box set with jewels, estimated at two thousand five hundred pounds value, and accompanied by a letter written with his own hand. The king of Naples, beside many other gifts of less importance, presented his lordship with a diamond hilted sword, valued at five thousand pounds. But the intrinsic worth of this appropriate gift was not the whole for which it was to be prized; it was the sword given to the king of Naples by Charles III, on his departure for Spain, with these words: "With this sword I conquered the kingdom, which I now resign to thee. Let it be possessed for the future by the first defender of the kingdom; or by him who restores it to thee, should it ever be lost." From the king of Sardinia his lordship received a box set with diamonds, accompanied by a very affectionate letter: from the people of the Island of Zante, a gold-hilted sword and a gold-headed cane, as to their preserver from slavery: and from the magistrates of Palermo the freedom of their city, which constituted his lordship a grandee of Spain.

The records of modern history, at least, offer to our contemplation no victory, that ever excited so much general applause as this of the Nile; no victor, that was ever honoured with so many spontaneous marks of admiration and esteem, not from his own countrymen merely, but from foreign nations. Compared with these, what are all the forced congratulations, hollow tributes of constrained applause, and triumphal arches erected by compulsion, that have

graced the conquests or stigmatized the treacheries of a man, who has enslaved and impoverished half Europe, under the mask of disinterested friendship, and with the pretensions of giving liberty to those, on whom he has imposed the most galling chains!

To return to our narrative. After having refitted his own ships and the prizes in the best manner circumstances would allow, the admiral sailed from Aboukeer Bay, leaving Captain Hood to block up the port of Alexandria with four sail of the line and two frigates. He himself arrived at Naples on the 22d of September, where he found the Culloden and Alexander, which had reached that port four days before him. The king of the two Sicilies immediately went off in his barge to congratulate the admiral, as soon as his ship was descried coming in, and remained on board the Vanguard till she had come to an anchor. The admiral then attended his majesty to the shore, and on his landing was received with the loudest acclamations.

Notwithstanding the severe blow the French navy had received, the greatness of his victory did not procure Lord Nelson a respite from his labours. Malta, a place always considered of great strength, was still in the hands of the French; and two sail of the line, with three frigates, were in the harbour ready for sea. This port, therefore, he deemed it necessary to blockade; and accordingly dispatched Captain Ball with three sail of the line, a frigate, and a fireship, for the purpose. On the 25th of October, the island of Goza surrendered to Captain Ball, who took possession of it in the name of his Sicilian majesty.

Meanwhile, the French having revolutionised the papal territory, his Sicilian majesty had marched a large army, headed by himself and General Mack, into the Roman republic, where the French had at that time a very small force; while the combined fleets of England and Naples took possession of the port of Leghorn. The king entered Rome on the 29th of November, the French having retreated before him, leaving only a garrison in the castle of St. Angelo. As soon as the French government had heard, that his Sicilian majesty had entered the Roman republic in a hostile manner, it declared war

upon him; and their armies in that quarter having received reinforcements, the Neapolitans were attacked at all points, routed and driven from Rome; and Naples itself was threatened with invasion in return. It was invaded; and the French army, harassed by insurrections of the people against it on all sides, the communication between its different divisions intercepted, its baggage plundered or destroyed, and numbers of its troops cut off by the insurgents, found itself master of the capital, in spite of the most obstinate and determined resistance of sixty thousand Lazzaroni.

On the night of the 1st of January, 1799, the king had embarked on board the British fleet, with the royal family, and the British, Austrian, and Russian ministers, and was safely landed at Palermo, while his continental territories were thus ravaged. To recover that part of his kingdom, now in the possession of the French, who had overrun almost all Italy, required no little effort. The successes of the Russians and Austrians cooperated powerfully to this end; and Lord Nelson, who had been promoted to the rank of a rearadmiral of the red, and hoisted his flag on board the *Foudroyant* in May, was busily employed in the reconquest of Naples, and the expulsion of the French from the southern parts of Italy, and even from the papal states, during that and the two succeeding months.

When he arrived at Naples, though General Macdonald had been forced to retire with his army, and join Moreau, the castle of St. Elmo and all the fortresses remained in the hands of the French; and Cardinal Ruffo had signed an armistice not only with them, but with the rebels, most of whom had, in consequence, embarked for Toulon, but were detained by contrary winds. In this Cardinal Ruffo appeared to have exceeded the powers delegated to him, and in consequence Lord Nelson prevented the ships from sailing, till his Sicilian majesty's pleasure should be known. He likewise commenced his operations against the fortresses without delay; got possession of the castles of Ovo and Nuovo on the 26th of June; and on the 12th of July, the garrison of St. Elmo surrendered themselves prisoners of war. When his Sicilian majesty was informed of the progress Lord Nelson had made, and that

he had a prospect of succeeding in the enterprise, he quitted Palermo, arrived in the bay of Naples on the 10th of July, hoisted his royal standard on board the *Foudroyant*, and in two days found himself restored to his throne.

But though master of his metropolis, the French were still in possession of Capua, and of Gaieta; against which Lord Nelson, who at the time so much was effected under his command was so ill as scarcely to be able to sit up, dispatched Captain Troubridge on the 20th, with the marines of the fleet, and a body of Neapolitan, Portuguese, and Russian troops. On the 28th the garrison of Capua surrendered themselves prisoners of war; and on the 31st Gaieta capitulated likewise. The garrison in this place, having been merely blockaded, not regularly besieged, were to be at liberty after they were sent to France. It must not be omitted, that, while the French garrisons made terms for themselves, the Neapolitans who had taken part with them, and for whose happiness and emancipation they had professed to have entered the country, were wholly omitted in the treaties of capitulation, and abandoned to the vengeance of their sovereign; a vengeance afterward exercised upon them in such a manner, as to leave the king of the two Sicilies no claim to the character of clemency or moderation.

The French being thus expelled from the Neapolitan dominions, his lordship returned to Palermo with his Sicilian Majesty, whose standard still continued flying on board the *Foudroyant*. On the 9th of August he reached the metropolis of Sicily, where his arrival diffused the utmost joy and festivity. The entertainments given in his honour were truly magnificent. His statue crowned with laurel was placed on a pedestal, in a temple erected to Glory: "God save the King," and "Rule Britannia," were sung by the band at the Opera-House, the whole company, who had sedulously studied the English pronunciation for the purpose, joining in the chorus; and the battle of Aboukeer, with the burning of *l'Orient*, were exhibited in fireworks. He was likewise raised to the dignity of Duke of Bronte, the domains and revenues of which were estimated at three thousand a year. And this title was peculiarly appropriate; *bronte* being the Greek word for thunder, whence one of the

Cyclops, who in the ancient mythology were said to forge the thunderbolts of Jupiter in the caverns of *Ætna*, had the name of *Brontes*.

Meanwhile, his lordship, who thought nothing accomplished while any thing remained to be done, dispatched Commodore Sir T. Troubridge to blockade Civita Vecchia, while General Bouchard, with an army of near three thousand Austrians, beside the Neapolitans, and those Romans who preserved their loyalty, threatened Rome by land. Thus circumstanced, General Garnier, who commanded for the French, did not hesitate to come to terms with the English. The articles of capitulation were the same as had been granted to the garrison of Gaieta: except that Garnier, much to his honour, refused to acquiesce in delivering up those natives who had joined him; and Commodore Troubridge, though he could not avoid making the demand, in compliance with the desire of his Sicilian Majesty, readily assented to their departure, aware, as he was, from the late transactions at Naples, of the doom they had otherwise to expect. Thus the figurative language of high-flown compliment, in which Lord Nelson was told on his arrival at Naples, "that he would take Rome with his ships," became no more than a simple truth.

By this capitulation, the various masterpieces of art, which had been packed up, and conveyed on shipboard, in order to be transported to Paris, were for the present preserved to Rome: and out of gratitude for his having thus prevented the ancient metropolis of the world from being despoiled of its chief ornaments, it was resolved by several of the principal inhabitants, to erect a monument to the British admiral in that city. On being informed of this by our ambassador at Naples, his lordship wrote the following letter to the gentleman, who was appointed to superintend the business:

"DEAR SIR,

"Palermo, December 19, 1799.

"SIR WILLIAM HAMILTON had been so kind as to communicate to me the distinguished honour intended me by the inhabitants, by you, and other professors and admirers of the fine arts at Rome, to erect a monument. I have not words sufficient to express my feelings on hearing that

my actions have contributed to preserve the works which form the school of fine arts in Italy, which the modern Goths wanted to carry off and destroy.

“That they may always remain in the only place worthy of them—Rome, are, and will be my fervent wishes, together with the esteem of,

“ Dear Sir,

“ Your most obliged Servant,

“ BRONTE AND NELSON.”

While their laurels were thus withering in Italy, the French were anxiously desirous of retaining possession of Malta, which had been in such a dastardly, or rather treacherous manner, surrendered to them by the late Grand Master of the Order. But, impregnable as its fortifications might be deemed, it was impossible for the garrison to hold out without succour; and this they appeared resolved at all hazards to throw in, having equipped every ship they had in those seas for the purpose. To frustrate their intentions, Viceadmiral Lord Keith, the commander in chief in the Mediterranean, directed Lord Nelson, who had remained at Palermo in a state of ill health till the beginning of the year 1800, to cruise to windward of the island of Malta with a small detachment, while he himself lay close off the harbour. On the 18th of February he was so fortunate as to intercept and capture le *Genereux*, Rearadmiral Perrée, the ship by which, after her escape from *Aboukeer*, the *Leander* was taken. And on the 30th of March le *Guillaume Tell*, Rearadmiral Dacres, was taken by the *Foudroyant*, then commanded by his captain, Sir Edward Berry; Lord Nelson having been obliged to land in Sicily, and remain on shore on account of his health.

This continued in such a declining state, that he had no longer any prospect of being able to resume an active station without imminent hazard, and such a sacrifice the state of affairs in the Mediterranean did not appear to demand. In consequence he was induced to strike his flag, and return to his native country. With this view he repaired to Trieste; and though it was in the month of June he landed on the continent, his ill health, and the delays he met with on the road, prevented his landing at Yarmouth from Hamburg,

before the 6th of November. The Queen of Naples, to express her gratitude to him for her restoration to the throne, not only presented him with a portrait of her royal consort, with her cipher on the back, richly set with diamonds, but accompanied him on his journey as far as Vienna: and the reception he met with there from the emperor, at Prague from the Archduke Charles, at Hamburg from the senate, and, indeed, wherever he passed, could not fail to be highly gratifying to a man greedy of glory.

On his arrival at Yarmouth, he was received with every token of respect. He reached London on the 8th; and, on Monday, the 10th, joined in the procession that attended the lord mayor to Guildhall, having been invited to the feast, to the great gratification of the numerous company. His presence certainly did not tend to diminish the crowds usually assembled on such an occasion; every window was full, and as he passed he was saluted with all the expressions of unbounded applause.

After the company at the hall had regaled themselves with the good things usually provided to grace the entrance into office of the first magistrate of the metropolis, the sword, which had been voted to his lordship by the city, in consequence of the victory of Aboukeer, and executed against his arrival, was presented to him in the name of the corporation, by Mr. Chamberlain Clarke, who addressed him in an appropriate speech.

To this his lordship returned the following answer, which was received with loud acclamations:

“ SIR,

“ It is with the greatest pride and satisfaction I receive from the honourable court this testimony of their approbation of my conduct; and with this very sword,” holding it up in his hand, “ I hope soon to aid in reducing our implacable and inveterate enemy to proper and due limits—without which this country can neither hope for, nor expect, a solid, honourable, and permanent peace.”

While his lordship was in England for the recovery of his health, and

enjoying a short respite from his laborious services, he sat to Mr. Bowyer for his picture. On this occasion Mr. Bowyer introduced to his lordship Miss Andras, modeller in wax to her majesty, a young lady not less to be admired for the qualities of her heart than for her distinguished talents, and requested that she might be permitted to avail herself of this opportunity, to take his likeness also. His lordship consented with great affability; but when he was seated, with Mr. Bowyer on one side of him and Miss Andras on the other, he wittily observed, "that he was not used to be *taken* in this manner, star-board and larboard at the same time."

Mr. Bowyer likewise took an opportunity of intreating Lord Nelson, to admit on his quarterdeck the son of a particular friend, who had been two or three years at sea as a midshipman, and was extremely desirous of serving under his lordship. He supported his request by saying, that he was a dashing blade, who he was sure would fight. His lordship said, the applications that had been made to him for this purpose were numberless, and many from the first nobility: but, if Mr. Bowyer were sure he would fight, it was a strong recommendation to him; and he would take him; but he might rely on one thing, that no young man, who ever sailed with him, would get any promotion, but on account of his merit. In the attack on Copenhagen, that soon after followed, this youth volunteered to go in an open boat with messages, and on different services of a very dangerous nature, as the balls were flying about him in every direction; and these he executed greatly to his lordship's satisfaction.

On the 1st of January, 1801, Lord Nelson was made a viceadmiral of the blue. It was intended that he should command a division in the Channel Fleet; and the San Josef of 112 guns, one of the ships he carried by boarding off Cape St. Vincent, was fitted for the reception of his flag. A business of more importance, however, demanded his presence, as it was found expedient, to make an attack on Copenhagen, for the purpose of crushing a confederacy between the northern powers, that threatened to wound Britain in a vital part. A confederacy headed by the Emperor Paul, but instigated, no doubt, by the insidious and interested suggestions of French politics. To effect this a fleet of eighteen ships of the line, four frigates, and thirty bomb-ketches

and gun-vessels, was sent out under Sir Hyde Parker; and Lord Nelson hoisted his flag, as second in command, on board the *St. George* of ninety-eight guns.

This fleet, diminished by the loss of the *Invincible*, a seventy-four, which struck on Winterton Sands, through the culpable negligence of the pilot, sailed from Yarmouth Roads on the 12th of March, and anchored off Gilleleve, on the northern coast of Zealand, near the entrance of the Sound, on the 23d. As it was the wish of our government to avoid coming to extremities, an envoy had previously been sent to Copenhagen, but without success; and it was equally in vain, that Sir Hyde Parker now addressed himself to the governor of the fortress of Kronenburg, before he attempted the passage by force, to know whether he were peremptorily determined on resistance. The circumstance of wind and weather delayed our fleet till the morning of the 30th, when it passed the Sound, Lord Nelson leading the van, without sustaining the least injury from the Danish cannon; but six or seven men were killed or wounded on board the *Isis*, by the bursting of one of her own lower-deck guns.

This, however, was but a slight prelude to the serious action, that was to ensue in the attack upon the metropolis of Denmark. The city of Copenhagen is strongly fortified; the opposite side of the harbour's mouth is defended by the citadel; and directly before the entrance to it are three small islands surrounded by works called the crown batteries, on which upward of a hundred pieces of caannon were mounted. In addition to these a line was formed of twenty-five two-deckers, frigates, and floating batteries, moored across the mouth of the harbour and along the shore of the island of Amak, on which likewise some batteries were erected. On the 2d of April Lord Nelson, having shifted his flag to the *Elephant*, a seventy-four, proceeded to the attack with twelve ships of the line, four frigates, as many sloops, two fireships, and seven bomb vessels, while Sir Hyde Parker with the remainder of the fleet formed a reserve. Of his twelve ships, however, one could not weather a shoal of considerable length, that lay between them and the enemy, and two grounded upon it. Five minutes after ten the first of the Danish

ships opened her fire on the Edgar, which led the British van; several of the ships were presently in action, which in half an hour became general; and it was not till near two o'clock, that the fire, which had been tremendous, began to slacken. By half after two the greater part of the Danish vessels had struck, or were disabled. At this period, however, some of the British ships were so much exposed to the fire of the crown batteries, that Lord Nelson felt it requisite to propose a cessation of hostilities, to allow him quietly to take possession of the ships that had struck, which he would otherwise have been forced to destroy, without having it in his power to remove their gallant crews. For this purpose Sir Frederick Thesiger was sent ashore in a boat with a flag of truce, amid a very hot fire; and, as the Danish defence was now so much weakened, that the capital had every thing to dread, the Prince Royal of Denmark was happy to embrace the offer of an honourable suspension of arms. On the same afternoon his lordship landed, and on the ninth an armistice for fourteen weeks was signed, and ratified by the prince and the British commander in chief; which was ultimately succeeded by a perfect accommodation of the differences between the two nations, and the dissolution of the northern confederacy.

Too much cannot be said in praise of the bravery of the Danes in this action, which Lord Nelson declared to be far the most severe of all he had ever experienced. Their own commander in chief estimated their loss in killed and wounded at sixteen or eighteen hundred men; ours was nine hundred and forty-three. Eleven of their ships were taken, two sunk, two burnt, and three driven ashore and destroyed.

On this occasion his lordship evinced himself equally the statesman and the warrior; and proved that he was capable not only of acting with the most consummate wisdom in a case of trying emergency, but of seizing those critical moments, of which intuitive discernment alone can avail itself, as the least deliberation must lose them for ever. The applauses bestowed on him in both houses of parliament, when their thanks were voted to the commander in chief Sir Hyde Parker, his Lordship, Rearadmiral Graves, and the rest of the officers and seamen, were great as they were merited; and, on the 19th of

May he was raised to the dignity of a Viscount of the United Kingdom, by the title of Viscount Nelson of the Nile, and of Burnham Thorpe in the county of Norfolk.

As soon as possible after the convention with Denmark was signed, Sir Hyde Parker proceeded into the Baltic with such ships as were fit for service, leaving Lord Nelson at Copenhagen to repair those of the others that were least damaged, and follow him. The rest of the vessels were to be sent to England, with the *Holstein* of sixty-four guns, commissioned as an hospital ship, the only one of the prizes that could be rendered at all serviceable. Sir Hyde Parker had intended to proceed first to the attack of the Russian fleet, which then lay at anchor at Revel ; but hearing on his passage thither, that the Swedish fleet had put to sea to join the Russians, he judged it most advisable to steer for the island of Bornholm, to intercept the Swedes, and thus prevent the junction of the two fleets. He did get sight of the Swedes, but they immediately retired to Carlsrona, and sought shelter under the batteries of that port.

Lord Nelson, having employed himself with unremitting assiduity, to put the ships into a condition to follow the rest of the fleet, on the 18th of April ordered the guns of his flag ship, the *St. George*, to be taken out, and sent on board an American ship ; the passage being too shallow for so large a vessel without being lightened, most of the ships of the former squadron having touched the ground, and two or three having been fast for a short time. The wind, however, proving contrary, he could not attempt to get his ship under way ; and receiving intelligence that evening of the situation of the British and Swedish fleets ; which was such as to give room for the expectation of an engagement, he ordered his boat to be manned, that he might proceed in it to the squadron, though he had then nearly ten leagues to go in an open boat both against the wind and against the current that sets constantly out of the Baltic. Aware, indeed, of the course the Swedish fleet would take, and that the commander in chief would not fail to pursue it, he had resolved to continue his voyage in this manner even to Carlsrona, if it were necessary ; but fortunately about midnight he reached his former flag ship, the *Elephant*. In her he pro-

ceeded with the fleet, and the next morning got sight of the Swedes, amounting to nine sail of the line, lying at anchor under the protection of their batteries.

To avoid the carnage that would necessarily have ensued, Sir Hyde Parker, before he began the attack, sent ashore a flag of truce; and as soon as he received an official answer, in which his Swedish majesty, without trenching on his own dignity and honour, expressed himself not averse to an accommodation, or desirous of carrying things to extremity, he was preparing to leave Carlsrona for the Gulf of Finland, when a boat arrived express from the Russian ambassador at Copenhagen. By this he was informed of the decease of the Emperor Paul; and that his successor, Alexander I, had accepted the offer before made by the British government, to terminate the disputes by an amicable convention. Sir Hyde Parker then retired with the fleet to Kioge Bay, about three leagues south of Copenhagen, and there resigned his command to Lord Nelson.

Lord St. Helens having been sent to Petersburg to finish the negotiation, and there being no farther prospect of active service, Lord Nelson applied to the Admiralty for leave to return to England on account of his health. This was immediately granted; but previously, on the 14th of June, by virtue of a commission from his majesty, he invested Rearadmiral Graves with the order of the Bath, on the quarterdeck of the St. George. This ceremony he concluded with the following speech:

“ Sir Thomas Graves, having fulfilled the commands of his majesty, in investing you with the ensigns of the most honourable and military order of the Bath, I cannot but express how much I feel gratified, that it should have fallen to my lot, to be directed to confer this justly merited honour and special mark of royal favour upon you; for I cannot but reflect, that I was an eyewitness of your high merit and distinguished gallantry on the memorable 2d of April, for which you are now so honourably rewarded.

“ I hope that these honours conferred upon you will prove to the officers in the service, that a strict perseverance in the pursuit of glorious actions, and the imitation of your brave and laudable conduct, will ever ensure them the

favours and rewards of our most gracious sovereign, and the thanks and gratitude of our country."

On the 18th he took leave of the fleet in an address of thanks and commendations to the officers and men in general, with the exception of the commanders of two gunbrigs and a bombvessel, who had misbehaved; on the 19th he resigned his command to Sir Charles Morice Pole, who had been sent out to relieve him; and on the first of July he landed at Yarmouth.

The moment his lordship set his foot on shore he repaired to the hospitals, to inquire after the state of the seamen wounded in the late attack on Copenhagen, and see that every succour it demanded was afforded them. Attentions like these, when they proceed from the genuine feelings of the heart, are of more value than all besides, that wealth or power can bestow: they mitigate the anguish of pain, alleviate the loss of mutilated limbs, or sweeten the dying moments of him who has sacrificed his life in the service of his country. When he quitted the town, the volunteer cavalry assembled and escorted him to Lowestoffe, ten miles on his way.

Scarcely had he arrived in London when his services were again required. The threat of invading England was an artifice, that had been repeatedly employed by France to alarm this country in former wars, and it was now resumed with a more serious aspect than usual. Large bodies of troops were assembled, and a very numerous flotilla was collected and equipped with great expedition in various ports, to be ready to transport them across the channel. The character of the head of the French nation, addicted to novel and desperate enterprises, furnished more reason to presume, that this was not a mere bugbear. Accordingly preparations were made on our part to oppose this armament: camps were formed on our shores, and a number of light vessels and small craft were stationed along our coasts. But our government was not content with acting on the defensive: it was resolved, that the French flotilla should be attacked in it's grand rendezvous, the harbour of Boulogne.

For this purpose Lord Nelson received a commission, in a few days after his arrival, appointing him commander in chief of a squadron employed between Orfordness and Beachy Head, with all the gunvessels, fireships, and

bombketches, as well as of the sea fencibles embodied within the same district, and all the boats or floating defence vessels, on board which they were appointed to act. On this he repaired to Sheerness, hoisted his flag in the *Unité* frigate of thirty-two guns, and in a few days sailed from the Nore. Hitherto the passage of men-of-war from the Nore to the Downs had been always made by one track, thence called the King's Channel: but, as it must be obviously desirable, that they should not be confined to this on all occasions, his lordship thought proper to pursue a different course, and sail through a channel presumed to be unsafe for ships of such dimensions. Had any accident happened to the ship, the reputation of Lord Nelson was too firmly established to be injured by it: but, had it been attempted without success by some young captain, it might have proved the ruin of all his future hopes. Thus, by showing that the passage was practicable, he conferred a benefit on the service, that few beside himself could have attempted without imprudence.

His lordship arrived in the Downs on the 30th of July, and hoisted his flag on board the *Leyden* of sixty-eight guns. He had under his command the *Ruyter* and *York* of sixty-four guns each, the *Isis* of fifty, and several frigates, with bombketches, fireships, and other vessels, amounting in the whole to forty sail. On the 1st of August he weighed anchor, and stood across the channel for Boulogne, before which place he appeared in the morning of the 3d. Having spent the day in reconnoitring, making arrangements for the attack, and trying the range of the mortars, the squadron came to an anchor about four miles from the town. At daybreak the next morning they got under way; and the five bombs, having reached their appointed stations, began a little before five o'clock to throw shells at the vessels, twenty-four in number, anchored in a line in front of Boulogne; avoiding, as much as possible, by his lordship's directions, to annoy the town, or injure its peaceable inhabitants. Three of the flats and one brig were sunk; and six were damaged and driven on shore, five of which hauled into the Mole at high water.

On the 6th his lordship quitted Boulogne, and repaired to Margate Roads with his ships, leaving the smaller vessels in the Downs. After staying two

days, without once coming on shore, he again put to sea, steering to the eastward, as if he meditated an attack on some of the ports of Holland. But this was a mere feint; and, on the 15th, he once more arrived before Boulogne, with a fleet at this time amounting to seventy sail of all descriptions.

It was now the object of his lordship, to bring off the enemy's flotilla moored before the harbour; and, for this purpose, at half after eleven the same night, the boats put off from the *Medusa*, his flag ship, their common rendezvous, in four divisions, under the command of Captains Somerville, Cotgrave, Jones, and Parker, with a division of howitzer boats under Captain Conn. As the French were fully aware of the mode of attack, against which they had to defend themselves, their vessels were provided with long poles headed with spikes of iron projecting from their sides, and surrounded by strong netting, traced up to their lower yard-arms; they had each a hundred and fifty or two hundred soldiers on board, and were so close to the land, that they were protected not only by the fire of the batteries, but by the musketry of the troops stationed on shore. From the great strength of the tide likewise, the boats could not all come into action at the same time, and one of the divisions was not able to fetch the enemy at all. Under all these disadvantages, a few of the vessels were carried: but, when their cables were cut, they were found to be secured with chains; and the enemy on shore, regardless of their own men taken prisoners on board, kept up such an incessant fire on them, that it was found necessary to abandon them. Our loss was less than might have been expected under such circumstances, amounting only to forty-four killed, and one hundred and twenty-eight wounded.

The signing of preliminaries of peace between this country and France, on the 1st of October, put an end to his lordship's naval services for a time, yet he was not neglectful of his duty to the public in the house of peers. In this dignified situation, he always manifested his integrity and firmness, when occasion called them forth; and delivered his sentiments briefly and forcibly, whenever he conceived himself capable of elucidating the subject of debate, or rectifying the opinions given by others, without allowing himself to be biassed by deference to the judgment even of those for whom he entertained in gene-

ral the highest respect. He sought not to gain admiration by his eloquence, or to dazzle the understandings of his hearers: his aim was to convince by the simple and perspicuous statement of a few leading facts, or a clear view of some striking features, that had been overlooked.

Thus, when a motion was made in the House of Lords by Earl St. Vincent, on the 30th of October, 1801, that the thanks of the house should be given to Sir James Saumarez, for his gallant and distinguished conduct in an action with the combined French and Spanish fleet off Algeziras, his lordship said :

“ He could not give a silent vote to a motion that so cordially had his assent. He had the honour to be the friend of Sir James Saumarez. The noble earl at the head of the Admiralty had selected that great officer to watch the French in that important quarter, and the noble earl had not been deceived in his choice. He would assert, that a greater action was never fought than that of Sir James Saumarez. The gallant admiral had before that action undertaken an enterprise, which none but the most gallant officer and bravest seaman could have attempted. He had failed through an accident, by the falling of the wind; for he ventured to say, if that had not failed him, Sir James Saumarez would have captured the French fleet. The promptness with which Sir James refitted, the spirit with which he attacked a superior force, after his recent disaster, and the masterly conduct of the action, he did not think were ever surpassed.”

Having then entered with some minuteness into the particulars of the action, so as to exhibit it's merits in the most conspicuous point of view, he added :

“ That the desert of Sir James Saumarez would be less wondered at, when the school in which he was educated was considered by their lordships. He was educated at first under Lord Hood, and afterward under the noble earl near him.”—[Lord St. Vincent.]

A few days after, when the preliminaries of peace with France were taken into consideration in the house, and the ministers were highly censured by

many for consenting to give up Malta, his lordship thought it incumbent on him to observe :

“That, when he was sent down the Mediterranean, Malta was in the hands of the French; and, on his return from Aboukeer, it was his first object to blockade the island, because he deemed it an invaluable service to rescue it from their possession. In any other view it was not of much consequence, being at too great a distance from Toulon to watch the enemy’s fleet from that port in time of war. In peace it would require a garrison of 7000 men, in war of twice that number, without being of any real utility. The Cape of Good Hope would be equally detrimental if retained by Great Britain : and, though it certainly ought not to be given up to the French, this cession would be preferable to keeping it. Though the war had been long, he believed his majesty had seized the first opportunity of making peace, and he was satisfied it was the best, that existing circumstances admitted.”

In the debate that took place on the 21st of December, 1802, on the bill for appointing a commission to inquire into abuses in the naval department, and in the conduct of prize agents, he addressed the house as follows :

“MY LORDS,

“IN the absence of my noble friend, who is at the head of the Admiralty, I think it my duty to say a few words to their lordships, in regard to a bill, of which the objects have an express reference to the interests of my profession as a seaman. It undoubtedly originated in the feeling of the Admiralty, that they have not the power to remedy certain abuses, which they perceive to be the most injurious to the public service. Every man knows, that there are such abuses; I hope there is none among us, who would not gladly do all, that can be constitutionally effected, to correct them. Yet, if I had heard of any objection of weight urged against the measures in the present bill, I should certainly have hesitated to do any thing, to promote it’s progress through the forms of this house. But I can recollect only one thing, with which I have been struck, as possibly exceptionable in it’s tenour.

It authorizes the commissioners to call for and inspect the books of merchants, who may have had transactions of business with any of the boards, or prize agents, into whose conduct they are to inquire. But the credit of the British merchant is the support of the commerce of the World; his books are not lightly, nor for any ordinary purpose, to be taken out of his own hands. The secrets of his business are not to be too curiously pried into. The books of a single merchant may betray the secrets not only of his own affairs, but of those with whom he is principally connected in business; and the reciprocal confidence of the whole commercial world may be shaken, by the authoritative inquiry of these commissioners; all this, at least, I should have feared as liable to happen, if the persons who are named in the bill had not been men, whose characters are above all suspicion of indiscretion or of malice. I may presume it to be the common conviction of the merchants, that in such hands they will be safe; since they have made no opposition to the bill in it's progress; and since they have offered no appearance against it by counsel at your lordships' bar. And truly, my lords, if the bill be thus superior to all objection, I can affirm, that the necessities, the wrongs, of those who are employed in the naval service of their country, most loudly call for the redress which it proposes. From the highest admiral in the service, to the poorest cabin boy that walks the street, there is not a man but may be in distress, with large sums of wages due to him, of which he shall, by no diligence of request, be able to obtain payment; not a man, whose entreaties will be readily answered with aught but insults, at the proper places for his application, if he come not with particular recommendations to a preference. From the highest admiral to the meanest seaman, whatever the sums of prize-money due to him, no man can tell when he may securely call any part of them his own. A man may have £40000 due to him in prize-money, and yet may be dismissed without a shilling, if he ask for it at the proper office, without particular recommendation. Are these things to be tolerated? Is it for the interest, is it for the honour of the country, that they should not as speedily as possible be redressed? I should be as unwilling as any man, to give an overweening pre-

ference to the interests of my own profession. But I cannot help thinking, that, under all the circumstances of the affair, your lordships will be strongly disposed to advance this bill into a law, as speedily as may be consistent with the order of your proceedings, and with due prudence of deliberation."

It was not long that Lord Nelson was allowed to enjoy the retirement of Merton, alternated with his parliamentary duty; for, on the 16th of May, a renewal of hostilities with France was announced to the house, and on the 20th his lordship sailed for Gibraltar in the *Victory*. For a twelvemonth nothing was done, except annoying the enemy's trade, and destroying several vessels on their coasts; for the French dared not venture their fleet out of port, while the English were at hand, though the admiral adopted every manœuvre he could devise, to entice them to sea. While such was his conduct, it was commonly supposed at home, that our fleets were employed solely for the purpose of blockading the enemy's harbours, and cooping up their ships within them; and, conformably to this idea, the corporation of London voted him thanks for the service he had rendered his country by blockading the port of Toulon, and preventing the fleet there from putting to sea. This, however, his lordship was not inclined to accept as a compliment, as appears from the following letter addressed by him to the lord mayor in consequence:

"MY LORD,

"*Victory, August 1, 1804.*

"This day I am honoured with your lordship's letter of April 9th, transmitting me the resolutions of the corporation of London, thanking me as commanding the fleet blockading Toulon.

"I do assure your lordship, that there is not that man breathing, who sets a higher value upon the thanks of his fellow-citizens of London than myself; but I should feel as much ashamed to receive them for a particular service marked in the resolution, if I felt that I did not come within that line of service, as I should feel hurt at having a great victory passed over without notice.

"I beg to inform your lordship, that the port of Toulon has never been

blockaded by me: quite the reverse; every opportunity has been offered the enemy to put to sea, for it is there that we hope to realize the hopes and expectations of our country, and I trust that they will not be disappointed.

“ Your lordship will judge of my feelings, upon seeing that all the junior flag-officers of other fleets, and even some of the captains, have received the thanks of the corporation of London, while the junior flag-officers of the Mediterranean fleet are entirely omitted. I own it has struck me very forcibly; for, where the information of the junior flag-officers and captains of other fleets was obtained, the same information could have been given of the flag-officers of this fleet, and the captains; and it was my duty to state, that more able and zealous flag-officers and captains do not grace the British navy, than those I have the honour and happiness to command. It likewise appears, my lord, a most extraordinary circumstance, that Rearadmiral Sir Richard Bickerton should have been, as second in command in the Mediterranean fleet, twice passed over by the corporation of London; once after the Egyptian expedition, when the first and third in command were thanked,—and now again. Consciousness of high desert, instead of neglect, made the rearadmiral resolve to let the matter rest, until he could have an opportunity personally to call upon the lord mayor to account for such an extraordinary omission; but from this second omission, I owe it to that excellent officer not to pass by it.

“ And I do assure your lordship, that the constant, zealous, and cordial support I have had in my command, both from Rearadmiral Sir Richard Bickerton and Rearadmiral Campbell, has been such as calls forth all my thanks and admiration. We have shared together the constant attention of being more than fourteen months at sea, and are ready to share the dangers and glory of a day of battle; therefore it is impossible, that I can ever allow myself to be separated in thanks from such supporters. I have the honour to remain, with the very highest respect, your lordship's most faithful and obedient servant,

“ NELSON AND BRONTE.”

The year 1805 opened with a prospect of more active service, which it

did not falsify. The entrance of Spain into the war, as an ally of France, extended the occupation of the British fleet, and with it the hope of meeting the foe. On the 15th of January the squadron, consisting of eleven ships of the line and two frigates, that had long lain ready for sea in the harbour of Toulon, ventured to quit its port, under the command of Admiral Villeneuve. As Egypt was presumed to be the place of its destination, Lord Nelson, having effected his purpose of drawing it to sea by remaining out of sight of the coast, shaped his course thither in pursuit of it. In vain, however, did he traverse the Mediterranean; no French fleet appeared.

In the meanwhile Villeneuve, having met with a storm, returned safe into port. His fleet being refitted, and his dreaded antagonist absent in quest of him along the shores of the Mediterranean; on the 30th of March he sailed a second time, and called off Carthage; but the Spanish ships, with which he expected to have been reinforced, not being ready, he proceeded to Cadiz, which place he reached on the 9th of April. Sir John Orde, who was stationed off this port with only five ships of the line, was under the necessity of retiring at his approach, which he was permitted to do unpursued. Here Admiral Villeneuve was joined by a French seventy-four, and six Spanish ships of the line under Admiral Gravina.

When it was known in England, that such a fleet had got to sea, with upward of ten thousand troops on board, considerable alarm was excited. Nor was it known for some time, whether the East or West Indies were its object. Meanwhile Lord Nelson was cruising in the vicinity of Sicily, and it was not till the middle of April he was assured they had quitted the Mediterranean. Immediately on this he proceeded for the Straits, and on the 2d of May anchored in the bay of Tetuan, to take on board water and other necessaries. On the 4th he sailed, but not being able to get through the Gut, put into Gibraltar on the 5th. The next day he passed the Straits, and on the 10th reached the bay of Lagos, where he took on board some stores from the transports, that had been with Sir John Orde's squadron, and sought shelter there. The day following he sailed with ten ships of the line and three frigates in pursuit of the enemy, who had twenty-six sail, eighteen of which were of the line.

On the 15th he had sight of Madeira; and on the 1st of June he was informed by two vessels bound for England, that the combined fleet was at Martinique, having passed Barbadoes ten days before they left it, which island his lordship reached on the 4th of June, after a passage of twenty-four days from Europe.

The admiral being here informed, that the fleets were gone against Trinidad, immediately took on board two thousand troops, under the command of General Sir William Myers; and, being joined by Rearadmiral Cochrane with two ships, set sail the day after he arrived. His appearance off Trinidad on the 7th, in the morning, occasioned such alarm, that all the signals the fleet could make were unable to prevent the troops from blowing up Fort Abercrombie, and retreating to the town. This tended to persuade his lordship, that the island was actually in the hands of the French; but on his arrival he found, they had not been there. In consequence, he sailed again on the eighth to the northward, intending to take all the British West India Islands in succession, till he found the object of his search. Reaching Grenada the next day, he was there informed by the Jason frigate, that the enemy had left Martinique the same morning, and shaped their course to the northward. At Antigua this intelligence was confirmed, they having been seen from that island steering the same course, which convinced him they were returning to Europe. In consequence, he relanded the troops he had on board with all possible dispatch, and hastened after them on the 14th of June, with sanguine hopes that his pursuit would at length be crowned with success.

On the 13th his lordship dispatched the Curieux to England, and on the 15th, the Decade to Lisbon and the Martin to Gibraltar, with intelligence of their route; and this was sufficiently early to enable Sir Robert Calder, who had been sent off for the purpose with fifteen sail of the line, to intercept them off Ferrol, on the 22d of July, and capture two Spanish ships, one of eighty-four guns, the other a seventy-four.

The hope of taking the whole should Lord Nelson join him, which he had daily reason to expect, if he could keep them off the land; and the danger to which his crippled ships must have been exposed after an engagement with a

force still superior, though completely vanquished, from the considerable squadron then lying at Ferrol, which it would have been scarcely possible for him to have escaped; induced Sir Robert Calder not to renew the action, but to continue between the enemy and the land, so as to prevent their running into Ferrol, and joining the squadron in that harbour. For some days he was able to effect this; but hazy weather coming on, the discomfited fleet escaped first into Vigo, whence it afterward got to Ferrol. Thus the combined fleets of France and Spain, having eluded the search of the man they dreaded, reached Martinique on the 14th of May, captured the little fortress of the Diamond Rock on the 27th, after a gallant resistance, and lain there near a month without attempting any thing else, though so well equipped, were glad to get into port with the loss of two of their ships, after having been chased from one hemisphere to the other and back again, by a fleet scarcely more than half their number.

After a fruitless pursuit, Lord Nelson arrived at Gibraltar on the 19th of July, and having supplied himself with stores repaired to the bay of Tetuan, where he lay from the 22d to the 26th, taking in water, and recruiting the strength of his crews with fresh provision. On the 26th he repassed the Straits, still in hopes of falling in with the fleets. Having gone in so close to Cadiz on the 27th, as to assure himself they had not reached that port, he steered for Cape St. Vincent, and then traversed the Bay of Biscay, without gaining the least intelligence of them. Conceiving it probable, that they might have attempted a descent on the western coast of Ireland, he next proceeded thither: but, finding himself disappointed there also, he deemed it useless to pursue them further; and, sending nine of his ships to join Admiral Cornwallis off Brest, he returned to England in the *Victory*, accompanied by the *Superb*.

Thus, for the space of seven months, his lordship had been in constant pursuit of a fleeing enemy; and, during that period, he had twice traversed the Mediterranean from one extremity to the other, and twice crossed the Atlantic Ocean; had explored the West India islands from Trinidad to Antigua; and had scoured the seas from the Straits of Gibraltar to the north-

western extremity of Ireland. So great, indeed, was his alacrity, that in sailing from the bay of Tetuan to Barbadoes, from Barbadoes to Trinidad, from Trinidad to Grenada, and thence to Antigua, from Antigua back to Gibraltar, during which time he embarked and relanded a considerable body of troops, beside taking in stores and provision, he spent only seventy-eight days. To all this he added the happiness of preserving his crews in perfect health.

On the 18th of August, Lord Nelson anchored at Portsmouth; on the 20th arrived in London, where he was received with the applause and veneration he merited; and on the 28th a deputation from the West India merchants waited on him with an address of thanks, expressing their grateful acknowledgments to him for his promptness in quitting the Mediterranean, to protect our islands in the other hemisphere from the danger, with which they were threatened.

On the 13th of August, a frigate, that had been stationed off Ferrol to watch the motions of the combined fleets, discovered them putting to sea, to the number of thirty-five sail, at least seven and twenty of which were of the line, and immediately hastened home with the information; and in the beginning of September farther intelligence arrived, that they had got into Cadiz, where they were blockaded by Viceadmiral Collingwood, who, having been joined by Sir Robert Calder, had under him twenty-six ships. After this very short respite from his fatigues, Lord Nelson again prepared to attempt a meeting with them; and on the 13th, the Victory having been completely refitted in the interim, for the purpose of bearing his flag once more, dropped down to St. Helens.

The following day his lordship arrived at Portsmouth, and sailed the next morning, having only the Euryalus frigate in company, without waiting for five ships of the line and another frigate, under orders to join him, as they were not quite ready. On the 18th, he called off Plymouth, and was joined by the Thunderer and Ajax; and in nine days made Cape St. Vincent, notwithstanding he experienced some bad weather and foul winds in crossing the

Bay of Biscay. On the 28th he joined Viceadmiral Collingwood about five leagues distant from Cadiz, where he saw the combined fleets at anchor.

Understanding, that they were much in want of provision, cruisers were stationed off capes St. Vincent, St. Mary, and Trafalgar, to intercept any supplies by sea: the Euryalus and Hydra were ordered to keep off the mouth of the harbour; and his lordship withdrew with the fleet to the vicinity of Cape St. Mary, fifteen or twenty leagues to the westward; both to prevent the enemy from being speedily acquainted with the strength of his fleet, and to avoid the necessity of running through the Straits, if hard gales from the westward should prevail. Three or four ships of the line were stationed in the mean time between the fleet and the harbour, at convenient distances, to perceive each other's signals, and thus keep up a communication with the small squadron under Rearadmiral Louis, that still remained at no great distance from the harbour's mouth.

On the 1st of October this officer joined the fleet with three of his ships, the Canopus, Spencer, and Tigre, and sailed the next day with them, and the Queen and Zealous, for Gibraltar, to procure a supply of provision, stores, and water, of which they were much in need. On the 4th, however, he returned, having been informed by telegraph from the Euryalus, that the ships in Cadiz were embarking troops, and preparing to sail. But as Lord Nelson conceived this to be merely a stratagem of the enemy, to draw him nearer Cadiz, and ascertain his force, he again directed him to proceed. Between the 6th and 14th five sail of the line joined the fleet from England, and one from Gibraltar. The Agamemnon, Sir Edward Berry, brought intelligence on the 13th, that she had been chased a few days before on the coast of Portugal, by six of the enemy's ships. The same evening, to the regret of Lord Nelson, Sir Robert Calder sailed for England in the Prince of Wales; and on the 18th the Donegal, Captain Malcolm, left the fleet for Gibraltar.

About half after nine in the morning of the 19th, the Mars, one of the look-out ships, repeated the signal from those nearer the shore, that the

enemy's fleet was coming out. On this, Lord Nelson immediately directed a general chase to the south-east. The wind was at this time very light, with partial breezes, chiefly from the south-south-west; and the fleet made all possible sail. About two the Colossus and Mars communicated by signal the intelligence, that the enemy was at sea. At this time his lordship, aware that all the enemy's ships had the iron hoops on their masts painted black, while the British, the Belleisle and Polyphemus excepted, had theirs painted yellow, he made known this circumstance to the fleet, as it would constitute a good mark of distinction in the heat of battle, and ordered the two ships abovementioned to paint theirs yellow likewise.

The fleet continued its course under all sail till daybreak the next morning, when it was at the entrance of the Strait of Gibraltar, but no enemy was to be seen. It then wore, and stood to the north-west, and at seven the Phoebe made the signal for the enemy bearing north. At eight the Victory hove to; and Admiral Collingwood, with the captains of the Mars, Colossus, and Defence, came on board to receive instructions; after which the fleet again made sail to the northward. In the afternoon the wind increased, and blew fresh from the south-west. A little before sunset, the Euryalus communicated intelligence by telegraph, that the enemy appeared determined to go to the westward: but their fleet wearing twice in the course of the night, which was made known by signal from Captain Blackwood, who never lost sight of it, his lordship conceived it was their intention, to keep their retreat open to the port of Cadiz. On this account he was careful, not to approach them so near as to be seen by them before morning.

When day dawned, the enemy was distinctly visible from the Victory's deck, formed in a close line of battle ahead on the starboard tack, standing to the south, and about four leagues to leeward. They consisted of thirty-three sail of the line, one of four decks, three three-deckers, and one only a seventy-gun ship: the British of twenty-seven, of which seven were three-deckers, and three only sixty-fours.

Soon after daylight his lordship came upon deck, dressed as usual in his uniform frock, with four stars of different orders on the left breast, but with

out his sword, which he appeared to have forgotten, as it lay ready on his table. He was in high spirits, and felt so secure of a decisive victory, that he observed to Captain Hardy, he should not be contented with capturing less than twenty sail of the line. He afterward remarked, that the 21st of October was the happiest day in the year among his family, but did not assign the reason of this.

The wind was at the same time westerly, but the breezes were very light, with a long, heavy swell running; and the signal being made for bearing down upon the enemy in two lines, the British fleet crowded all sail. Vice-admiral Collingwood, in the Royal Sovereign, led the lee line, consisting of thirteen ships; and the commander in chief, in the Victory, led the weather line, of fourteen. After having gone upon the poop, to take a better view of the fleet, he retired to his cabin for a few minutes, and committed to paper the following ejaculation:

“May the great God, whom I worship, grant to my country, and for the benefit of Europe in general, a great and glorious victory; and may no misconduct tarnish it, and may humanity after victory be the predominant feature in the British fleet! For myself, individually, I commit my life to Him that made me; and may His blessing alight on my endeavours for serving my country faithfully! To Him I resign myself and the just cause which is intrusted to me to defend. Amen, Amen, Amen.”

He likewise wrote a codicil to his will, dated “October 21, 1805. Then in sight of the combined fleets of France and Spain, distant about ten miles:” in which he left Lady Hamilton as “a legacy to his king and country,” at the same time pointing out the services she had rendered the state, and mentioning his own inability to reward them; and bequeathed to the beneficence of his country his adopted daughter, Horatia Nelson Thompson.

As the Victory drew near the enemy, his lordship, accompanied by Captain Hardy, and the captains of the four frigates, who had been called on board to receive instructions, visited the different decks of the ship, addressed

the crew at their several quarters, admonished them against firing a single shot without being sure of their object, and expressed himself highly satisfied with the arrangements made by the officers at their several stations.

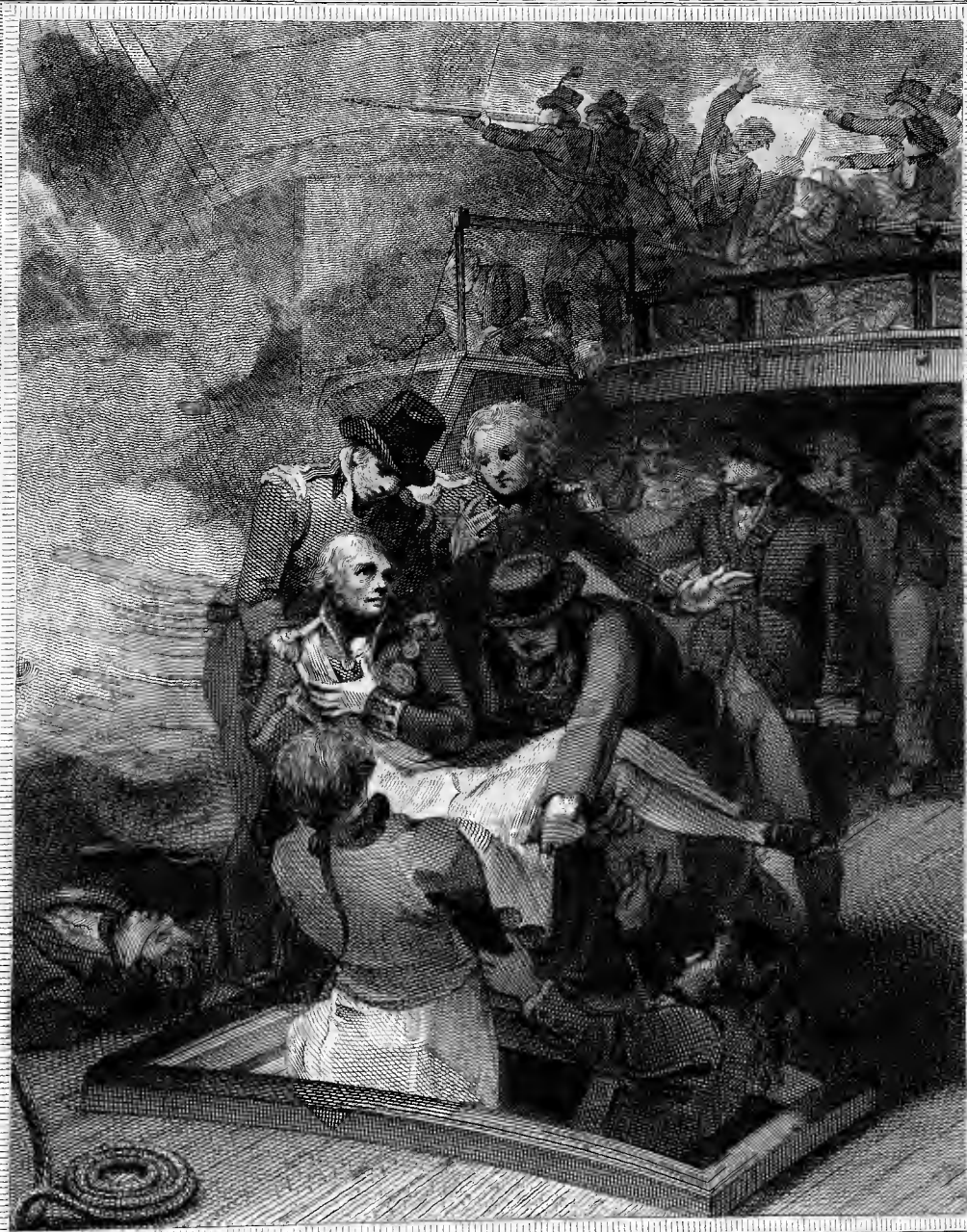
About twenty minutes after seven the enemy, who were in very compact order, wore in succession, and stood on the larboard tack with their heads toward Cadiz. They kept a good deal of sail set, steering about two points from the wind, with their topsails shivering; and formed a double line, the ships of one being opposite the intervals of the other, so that they were not crowded, though to our ships on their beam very little vacancy appeared between them. Their admirals did not show their flags, but the Santissima Trinidad being distinguished by her four decks, Lord Nelson ordered the Victory to be steered for her bow. The boats on the quarters, being found in the way of the guns, were lowered down, and towed astern: and, about half an hour before the enemy opened their fire, the signal was made by telegraph: "*England expects every man will do his duty.*" A signal was afterward made for the ships to prepare to anchor after the close of the day.

As our ships bore down, the enemy fired a gun at a time, to ascertain whether they were within range, and as soon as they discovered, that a shot had passed through the Victory's maintopgallantsail, they opened their broadsides with a brisk fire. Soon after this, Mr. Scott, the admiral's secretary, was killed: and it was not long before a double-headed shot struck one of the parties of marines drawn up on the poop, and killed eight of them; on which his lordship directed Captain Adair to disperse his men round the ship, that they might not suffer so much from being together. A few minutes after a shot struck the forebrace bits on the quarterdeck, and passed between Lord Nelson and Captain Hardy, a splinter from the bits bruising the captain's foot, and tearing the buckle from his shoe. "This is too warm work, Hardy, to last long:" said his lordship with a smile.

Before the Victory could close with the enemy, or had fired a single gun, she had lost about twenty men killed, and had thirty wounded; and her mizentopmast and all her studdingsails, with their booms on both sides, were shot away. The enemy's guns had been pointed at her rigging, to disable her

as she came down ; and they continued to fire so high, that she had not a man killed on her lowerdeck during the engagement, and only two wounded by musket balls. At twelve o'clock the Royal Sovereign began the action, by breaking through the enemy's line, and at four minutes after the Victory opened her fire from both sides. As it appeared impracticable to pass through their line without running on board one of their ships, Captain Hardy clapped her on board the Redoubtable, who, having fired her broadside, let down her lowerdeck ports, that she might not be boarded through them. Soon after the Temeraire fell on board the Redoubtable on her starboard side, and another of the enemy on board the Temeraire, so that four ships of the line lay engaging together in a compact tier, their heads being all the same way. The starboard guns of the Victory were pointed downward, and loaded with a diminished charge of powder and three shots each, that they might not carry through both sides of the Redoubtable into the Temeraire : and, as the muzzles of the lower guns, when run out, touched the side of the Redoubtable, the fireman of each gun stood ready with a bucket of water, and dashed it into the hole made by the shot, that she might not be set on fire, which would probably have involved both the Victory and Temeraire in her flames. Indeed, notwithstanding this precaution, she was set on fire twice, in the forechains and on the forecastle ; and on both occasions the people of the Victory extinguished it, by throwing water on it from their own gangway with the utmost coolness and intrepidity. Some ropes or canvas on the booms of the Victory too were set on fire by hand grenades, but presently extinguished, without occasioning the least confusion, though the cry of fire was spread even to the cockpit.

About fifteen minutes after one, as the admiral was walking in the middle of the quarterdeck with Captain Hardy, and in the act of turning near the hatchway, with his face towards the stern of the Victory, a musket ball from the mizentop of the Redoubtable struck him on the left shoulder, and he fell with his face on the deck. The ball entered just at the fore part of the shoulder, slightly fracturing part of that prominence of the shoulder blade, which is concerned in forming the joint ; descended obliquely into the chest,



BATTLE OF TRAFALGAR

W. Dringley del.

W. H. Worthington sculp.

Proof

Published by R. Bowyer & Co. Pall Mall, London. March 1. 1808.

fracturing the second and third ribs; passed through the left lobe of the lungs, dividing a large branch of the pulmonary artery in its way; entered the left side of the spine, between the sixth and seventh vertebræ of the back, wounding the spinal marrow, and passing out on the left side; and lodged in the muscles, about two inches below the point of the right bladebone. The ball carried with it part of the gold lace, pad, and double silk bag of the epaulette, as well as of the coat, all which were found firmly adhering to it. Sergeant-major Secker of the marines, and two seamen, immediately raised his lordship, and Captain Hardy, turning round, eagerly expressed his hope, that he was not much hurt: to which he answered, "They have done for me at last, Hardy."—"I hope not," replied the captain. "Yes," rejoined he, "my backbone is shot through."

As he was carrying down to the surgeon, he observed, that the tiller-ropes, which had been shot away, were not replaced; and sent one of the midshipmen to Captain Hardy, to remind him of it, and desire new ones to be rove. He then took out his handkerchief, and covered with it his face and stars, that he might not be known as he passed.

Being laid on a bed, and stripped of his clothes, he complained of acute pain in his back, and loss of sensation and motion in the body and lower limbs. He felt every instant a gush of blood within his chest, and said he had feelings that indicated the approach of death. His breathing was short and difficult; his pulse weak, small, and irregular: he felt an ardent thirst; and frequently called for drink, and to be fanned with paper. His lordship soon became impatient to see Captain Hardy, that he might learn how the battle went on; but it was more than an hour, before the circumstances of the engagement would allow the captain to come below. When he came, they shook hands affectionately, and Lord Nelson said: "Well, Hardy, how goes the battle? How goes the day with us?"—"Very well, my lord:" answered the captain, "we have got twelve or fourteen of the enemy's ships in our possession; but five of their van have tacked, and show an intention of bearing down upon the Victory. I have therefore called two or three of our fresh ships round us,

and have no doubt of giving them a drubbing.”—“I hope none of our ships have struck, Hardy.”—“No, my lord; there is no fear of that.”

His lordship had insisted upon the surgeon's leaving him, to take care of the wounded men: but, after some time, he sent to inform him, that all power of motion and feeling below his breast was quite gone. On the surgeon's coming to him, and inquiring whether his pain were still great, he declared it continued so very severe, that he wished he was dead: “yet,” added he, in a lower voice, “one would like to live a little longer too.”

Nearly an hour after Captain Hardy had returned to the quarterdeck, he came down to the cockpit again, to congratulate his lordship on the victory, which he said was complete; though, as it was impossible to perceive every ship distinctly, he did not know exactly how many of the enemy had struck; but he was certain fourteen or fifteen were captured. His lordship answered: “that's well, but I bargained for twenty:” and then emphatically exclaimed, “anchor, Hardy, anchor!” To this the captain replied: “I suppose, my lord, Admiral Collingwood will now take upon himself the direction of affairs.”—“Not while I live, I hope, Hardy,” said the dying chief, endeavouring in vain to raise himself in his bed. “No: do you anchor, Hardy.” On this the captain said: “Shall we make the signal, Sir?”—“Yes:” answered he, “for if I live, I'll anchor.” He then observed, that he felt in a few minutes he should be no more: adding in a low voice, “don't throw me overboard, Hardy.”—“O no, certainly not:” the captain answered. “Then,” rejoined he, “you know what to do.” The captain soon after left the cockpit; and, at half after four his lordship expired, while Dr. Scott, the chaplain, was in the act of rubbing his breast, and Mr. Burke, the purser, was supporting the bed under his shoulders. His last words were: “Thank God, I have done my duty.”

Thus terminated the career of our hero, in the moment of a victory, that cost the enemy nineteen sail of the line; though, in consequence of the heavy gale of wind, that came on immediately after, only four were brought to England, the rest being sunk, or destroyed. It is supposed the ball by

which he fell was purposely aimed at him, his dress, though no other than he usually wore, rendering him so conspicuous. Several of his officers had been apprehensive of this previous to the engagement, but not one of them would venture to entreat his lordship to change his clothes, the surgeon excepted, and he unfortunately could find no opportunity before he was ordered to his quarters. There were only two men left alive in the top of the Redoubtable, at the time the fatal musket was fired; one of whom was afterward killed there, and the other was shot dead as he attempted to escape down the rigging. The Victory had no musketry in her tops, his lordship having a strong aversion to small arms there, from the danger of setting the sails or rigging on fire, a circumstance by which the French ship *l'Achille* was destroyed in this very battle, as the *Alcide* probably was in the fight of Frejus Bay.

On this occasion, as we are informed by Dr. Beattie, whose authority, at least with respect to the wounded, must be unquestionable, the Victory had fifty-five men killed, and a hundred and two wounded: though the official return mentions only fifty-two killed, and eighty wounded. For this, however, we may easily account, when we consider the difficulty of ascertaining the exact number immediately after the action, from some being absent in prizes, some who were slightly wounded perhaps not applying to the surgeon till a few days after, and the gale that came on requiring so much attention. The total loss in the whole fleet, as returned, was 423 killed, and 1164 wounded: though, if we make a similar allowance for deficiencies in the return of other ships, the killed and wounded probably amounted to near two thousand. The loss on board the enemy's fleet may be fairly estimated at three times as many, including those who perished in the ships that sunk after the action.

When the battle was over the fleet was in a very perilous situation; many dismasted, all shattered, in thirteen fathom water off the shoals of Trafalgar; and when Admiral Collingwood, on whom the command had devolved, and who had shifted his flag to the *Euryalus* frigate, in consequence of the disabled state of the *Royal Sovereign*, made the signal to prepare to anchor, few ships had an anchor ready to let go, their cables being shot. Providentially the wind shifting a little in the night, most of the crippled ships drifted a little

farther from the shore: but in the morning of the 22d a strong southerly wind blew, with squally weather; and on the 23d the gale increased so much, that many of the ropes with which the prizes were towing broke. Ten of the enemy too, that had not been much engaged, still hovered to leeward, in hopes of picking up some of them; so that Admiral Collingwood thought it advisable to destroy such of the leewardmost prizes as he could clear of their men. This was in part effected, and some were wrecked, but two or three that had struck contrived to get into Cadiz; and, on the other hand, a Spanish first rate, coming out of Cadiz a second time to endeavour to retake some of the prizes, was herself captured, and afterward wrecked. Thus the enemy lost in all nineteen ships, in this engagement: and the four van ships under Duma-noir, which had made their escape to the northward, after firing not only on our ships, but on the French and Spanish that had struck to us, as long as they could venture to stay, were met with by Sir Richard J. Strahan, and all taken.

The day after the battle, the body of Lord Nelson, stripped to the shirt, and the hair cut off, was put into a large barrel of brandy, there being no lead on board to make a coffin. On the 28th the Victory got to Gibraltar, and the cask was filled up with spirit of wine. The worst of her wounded men being sent on shore, and her damages in some measure repaired, on the 3d of November she sailed for England in company with the Belleisle. On the 5th they spoke with the squadron of Admiral Collingwood, cruizing off Cadiz, and proceeded for England, where they arrived in the beginning of December. On the eleventh the Victory sailed from the Nore, previous to which, the body of Lord Nelson was examined, and, after part of his bowels, which began to decay, were removed, wrapped in cotton, swathed from head to foot with cotton bandages, and put into a leaden coffin, which was filled up with a solution of camphor and myrrh in brandy, and enclosed in a wooden one. On the 21st of December the body was taken out, dressed in a shirt, stockings, uniform waistcoat and breeches, neckcloth and nightcap; put into the coffin made from the mast of l'Orient; and covered with a shroud. This coffin was enclosed in one of lead, which was immediately soldered up, and put into a

wooden shell. In this state it was conveyed to Greenwich Hospital, attended by the Rev. Dr. Scott, and Messrs. Tyson and Whitby, in the yacht of Commissioner Gray.

On Sunday the 5th of January, and the two following days, the Painted Hall, in Greenwich Hospital was open from nine in the morning till four in the afternoon, for the admission of the public to view his lordship's remains there, lying in state. The throng on the occasion was so great, that many serious accidents occurred.

On Wednesday, the 8th, at ten o'clock in the morning, the several persons, who were to attend the remains from Greenwich to Whitehall Stairs, assembled at the Governor's House, within the Royal Hospital of Greenwich; and soon afterward proceeded in the barges, according to the following order:

First barge covered with black cloth. Drums. Two trumpets, with their banners, in the steerage. The standard, at the head; the guidon, at the door place; each borne by a captain, and supported by two lieutenants of the royal navy, in their full uniform coats, with black waistcoats, breeches, and stockings, and crape round their arms and hats. Two pursuivants of arms in close mourning, with their tabarts over their cloaks; and hatbands and scarves. Some servants of the deceased in mourning.

Second barge covered with black cloth. Four trumpets in the steerage. Officers of arms habited as those in the first barge, bearing the surcoat, target and sword, helm and crest, and the gauntlet and spurs of the deceased. The banner of the deceased as a knight of the Bath, at the head. The great banner with the augmentations at the door place, borne as in the first barge.

Third barge covered with black velvet, the top adorned with plumes of black feathers, and in the centre upon four shields of the arms of the deceased, joining in point, a viscount's coronet. Three bannerrolls of the family lineage of the deceased, on each side, affixed to the external parts of the barge. Six trumpets, with their banners, as before, in the steerage. Six lieutenants of the royal navy, habited as those in the other barges; one to each bannerroll. The body, covered with a large sheet, and a pall of velvet, adorned with six

escutcheons. Clarencieux king of arms, habited as the other officers of arms, and bearing, at the head of the body, a viscount's coronet, upon a black velvet cushion. At the head of the barge, the union flag of the United Kingdom.

Fourth barge covered with black cloth. The chief mourner, with his two supporters, and six assistant mourners; the four supporters of the pall; the six supporters of the canopy, being admirals, and the trainbearer of the chief mourner, being a captain in the royal navy, all in mourning cloaks, over their respective full uniform coats, black waistcoats, breeches, and stockings, crape round their arms and crape hatbands. The banner of emblems at the door place, borne by a captain, and supported by two lieutenants of the royal navy, habited as those in the other barges.

The barge of his majesty, and that of the lords commissioners for excuting the office of lord high admiral followed singly; and, immediately after, the lord mayor in the city state barge; after which came the barge with the committee especially appointed by the corporation of London; the barge of the committee for improving the navigation of the Thames; and the barges of the several companies of drapers, fishmongers, goldsmiths, skimmers, merchant taylors, ironmongers, stationers, and apothecaries; their respective colours half staff.

The procession was flanked by gunboats and rowboats of the river fencibles. Three of which preceded in order to keep the river clear for the line of procession, and three guarded the rear.

While the procession was passing the Tower of London, the great guns were fired; and, during the time of landing the body, and the several persons from the four mourning barges, at Whitehall Stairs, the king's and Admiralty barges, and those of the lord mayor and city companies, lay upon their oars.

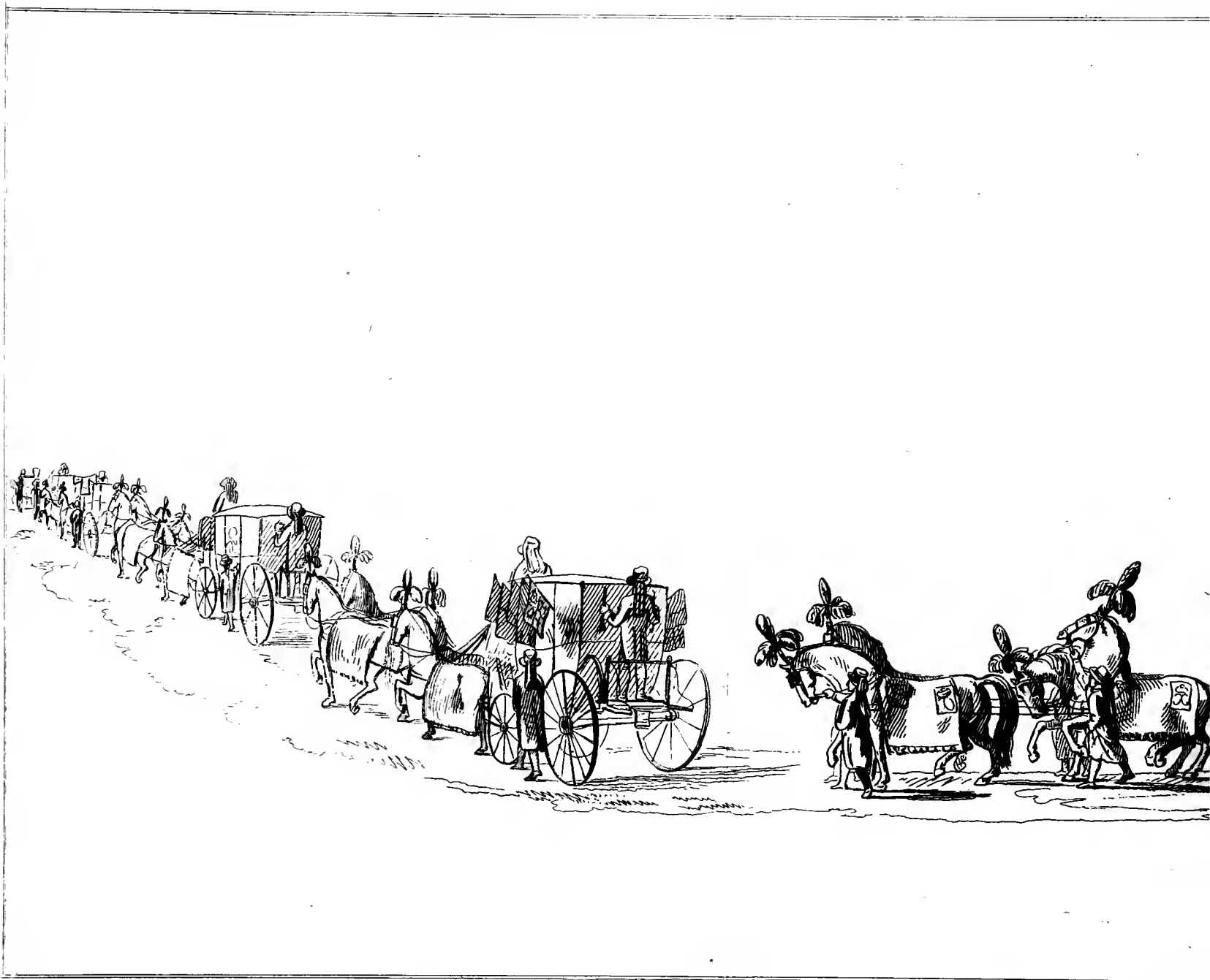
The following was the order of the procession from Whitehall Stairs, where the procession arrived about half after three, to the Admiralty, on foot. Drums and trumpets. A pursuivant of arms. The standard, borne by a captain, and supported by two lieutenants of the royal navy. Trumpet. A pursuivant of arms. The guidon, borne and supported as the standard. Two

trumpets. A pursuivant of arms. The banner of the deceased as a knight of the Bath, borne and supported as the guidon. Two trumpets. A herald. The great banner, borne and supported as the last. Gauntlet and spurs, helm and crest, sword and target, surcoat borne by heralds. Six trumpets. Clarencieux, king of arms, bearing the coronet on a black velvet cushion. Eight seamen of his majesty's ship the Victory, carrying, on a bier, the body, covered with a black velvet pall, adorned with escutcheons, supported by Viceadmirals Whitehead, Savage, Taylor, and Rearadmiral E. Harvey, two on each side, under a canopy, borne by Rearadmirals Aylmer, Domett, T. Wells, Drury, Sir Isaac Coffin, and Sir W. H. Douglas, Barts., with three bannerrolls of the family lineage of the deceased, carried by three lieutenants in the royal navy, on each side. Garter, principal king of arms. Admiral Sir P. Parker, Bart. the chief mourner, supported by Admirals Lord Hood and Radstock, his train borne by Captain Blackwood, and followed by Viceadmirals Caldwell, Hamilton, Nugent, Bligh, Sir Roger Curtis, and Sir C. M. Pole, Barts., as assistant mourners. The banner of emblems, borne by Captain T. M. Hardy of the Victory, and supported by two lieutenants in the royal navy. The servants of the deceased closed the procession. Upon arriving at the Admiralty, the body was there deposited privately till the following day, and the persons who were in the procession retired.

On Thursday, the 9th, about nine o'clock in the morning, the nobility and gentry, in mourning without weepers, and with mourning swords, the knights of the several orders wearing their respective collars, the naval officers (who had no particular duties assigned them in the solemnity) and the military officers, in their full uniforms, with crape round their arms and hats, passed through the gates at Constitution Hill and the Stable Yard into St. James's Park; where the carriages were duly marshalled in a line of procession.

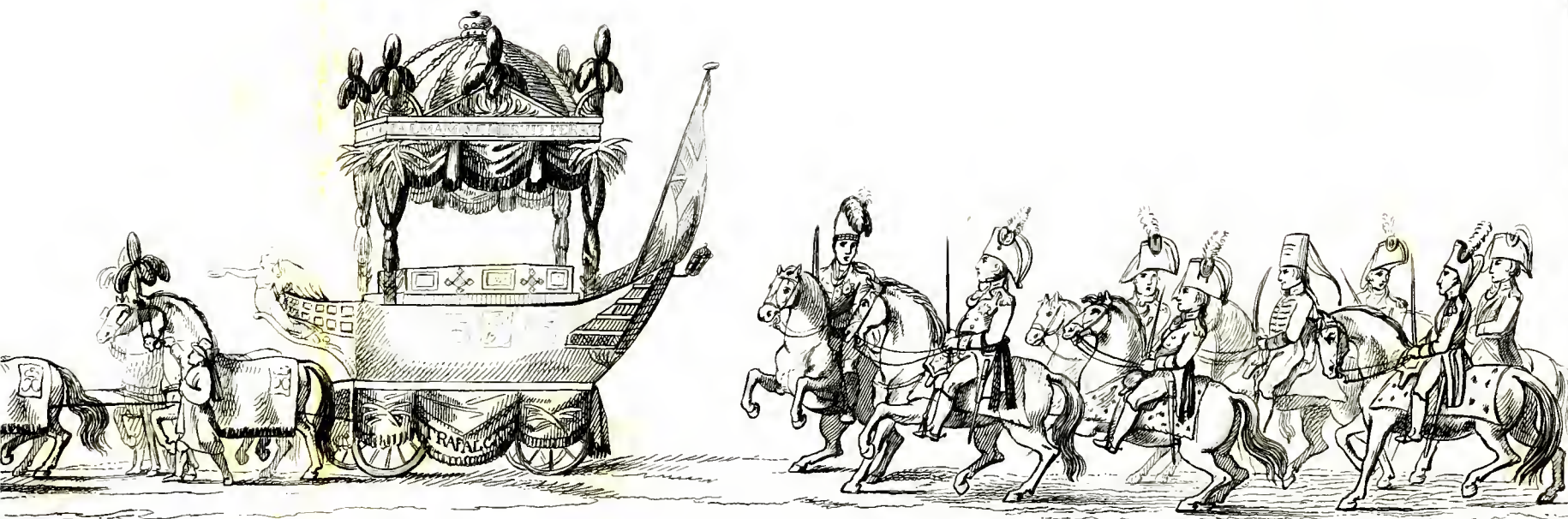
The order was as follows: marshals' men, on foot, to clear the way. Messenger of the college of arms, in a mourning cloak, with a badge of the college on his shoulder, his staff tipped with silver, and furled with sarsnet. Six conductors, in mourning cloaks, with black staves headed with viscounts' coronets.

Forty-eight pensioners from Greenwich Hospital, two and two, in mourning cloaks, with badges of the crests of the deceased on their shoulders, and black staves in their hands. Forty-eight seamen of his majesty's ship the Victory, two and two, in their ordinary dress, with black neck handkerchiefs and stockings, and crape in their hats. Watermen of the deceased in black coats, with their badges. Drums and fifes. Drum major. Trumpets. Sergeant trumpeter. Rouge Croix, pursuivant of arms, (alone in a mourning coach), in close mourning, with his tabard over his cloak, black silk scarf, hatband and gloves. The standard, borne in front of a mourning coach, in which was a captain of the royal navy, supported by two lieutenants, in their uniform coats, with black cloth waistcoats, breeches, and black stockings, and crape round their arms and hats. Trumpets. Blue Mantle, pursuivant of arms, (alone in a mourning coach) habited as Rouge Croix. The guidon, borne in front of a mourning coach, in which was a captain of the royal navy, supported by two lieutenants, dressed as those who bore and supported the standard. Servants of the deceased in mourning, in a mourning coach. Officers of his majesty's wardrobe, in mourning coaches. Gentlemen. Esquires. Deputations from the great commercial companies of London. Physicians of the deceased, in a mourning coach. Divines, in clerical habits. Chaplains of the deceased, in clerical habits, and secretary of the deceased, in a mourning coach. Trumpets. Rouge Dragon, pursuivant of arms, (alone, in a mourning coach) habited as Blue Mantle. The banner of the deceased, as a knight of the Bath, borne in front of a mourning coach, in which was a captain of the royal navy, supported by two lieutenants, dressed as those who bore and supported the guidon. Officers who attended the body while it lay in state at Greenwich, in mourning coaches. Knights bachelors. Masters in chancery; and sergeants at law. Solicitor general; attorney general; and prime sergeant. Judge of the Admiralty; and knight marshal. Knights of the Bath. Baronets. A gentleman usher, (in a mourning coach) carrying a carpet and black velvet cushion, whereon the trophies were deposited in the church. Comptroller, treasurer, and steward of the household of the deceased (in a mourning coach) in mourning cloaks, bearing white staves. Younger sons of barons. Younger sons of



THE F

Pub. by R. Bow



FUNERAL CAR.

by R. Bowyer, 50 Pall Mall, London, March 1868.

viscounts. Judges. Lord chief baron of the Exchequer. Lord chief justice of the Common Pleas. Master of the Rolls. Lord chief justice of the King's Bench (a peer). Privy counsellors who were not peers. Eldest sons of barons. Youngest sons of earls. Eldest sons of viscounts. Barons. Bishops. Younger sons of marquises. Earls. Eldest sons of dukes. Marquises. Dukes. Earl marshal. Lord privy seal. Lord president of the council. Archbishop of York. Lord chancellor. Archbishop of Canterbury. Dukes of the blood royal. His royal highness the Prince of Wales. A herald (alone in a mourning coach) habited as the other officers of arms. The great banner, borne in front of a mourning coach, in which were a captain and two lieutenants, as with the other banners. Gauntlet and spurs, helm and crest, target and sword, surcoat, in front of four mourning coaches, in which were heralds, habited as before. A mourning coach, in which was the coronet of the deceased, on a black velvet cushion, borne by Norroy king of arms, habited as before, and attended by two gentleman ushers. The six lieutenants of the royal navy, the bearers of the bannerolls, habited as before, in two mourning coaches. The six admirals in like habits, who were to bear the canopy, in two mourning coaches. The four admirals in like habits, who were to support the pall, in a mourning coach.

The body, under a canopy, and placed on a funeral car, decorated with escutcheons, bannerolls, and emblematical devices. The car drawn by six led horses.

His royal highness the Duke of York and staff.

Garter, principal king of arms, in a mourning coach, habited as the other officers of arms, with his sceptre, attended by two gentlemen ushers.

The chief mourner, in a long mourning cloak, with his two supporters, and his train-bearer, all in mourning cloaks. Six assistant mourners, in two mourning coaches.

Windsor herald, acting for Norroy, king of arms, in a mourning coach, habited as the other officers of arms, and attended by two gentlemen ushers. The banner of emblems, in front of a mourning coach, in which were a captain and two lieutenants of the royal navy, as with the other banners. Private

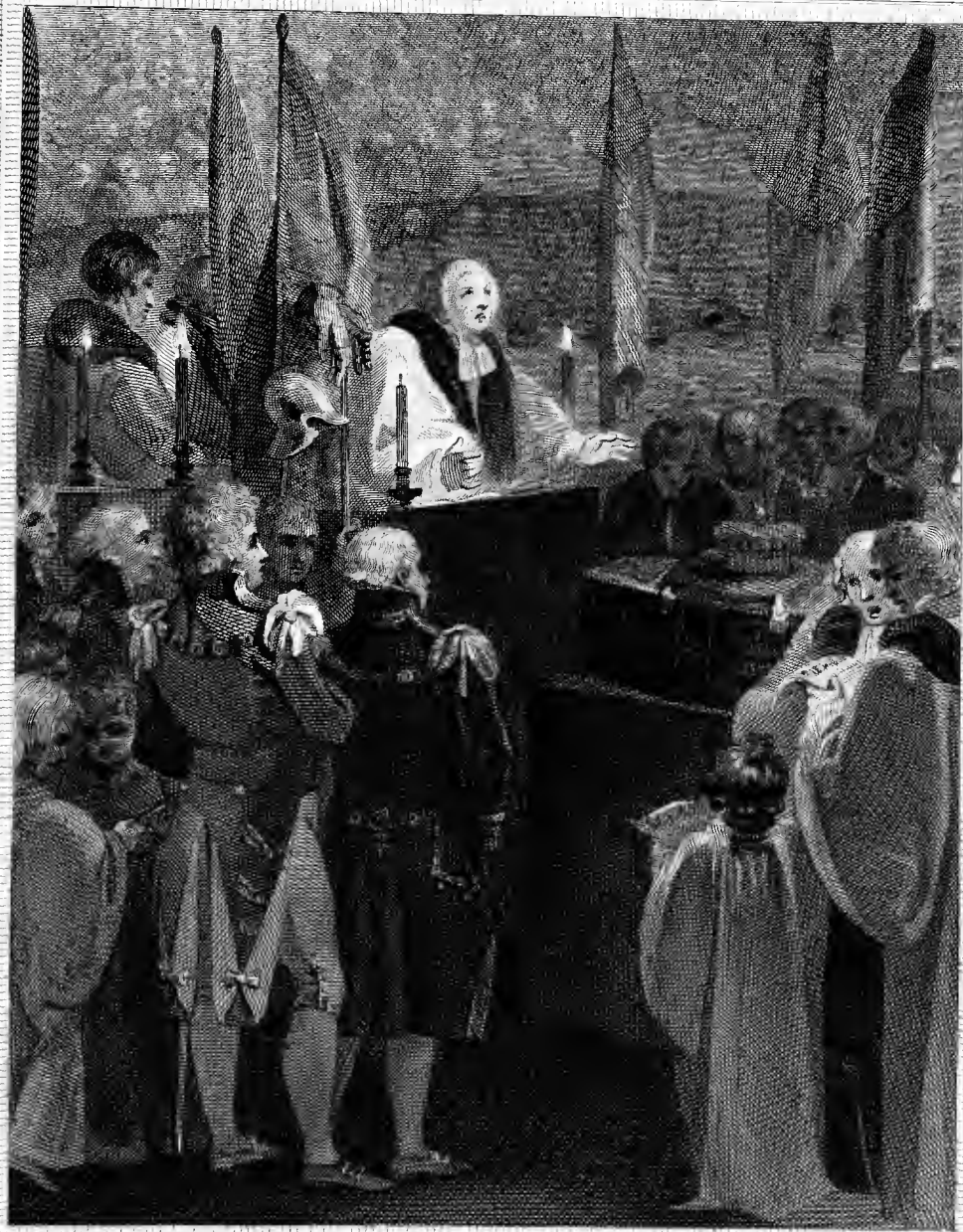
chariot of the deceased. Private coach of the lord mayor. Relations of the deceased, in mourning coaches. Officers of the navy and army, according to their respective ranks, the seniors nearest the body.

When the procession arrived within Temple Bar, it was received by the lord mayor, aldermen, sheriffs, and deputation from the common council. The six carriages to the common council fell into the procession between the deputation of the great commercial companies of London, and the physicians of the deceased: those of the aldermen and sheriffs, between the knights bachelors and the masters in chancery: the lord mayor, on horseback, and uncovered, bearing the city sword, between his royal highness the Prince of Wales and the herald preceding the banner.

Upon arriving at St. Paul's Cathedral, the six conductors, forty-eight pensioners from Greenwich Hospital, and forty-eight seamen of the Victory, ascended the steps, divided, and ranged on each side, without the Great West Gate of the church. The rest of those who preceded the body entered the church, and divided on either side, according to their ranks; those who had proceeded first remaining nearest the door. The officers of arms, and bearers of the banners, with their supporters, entered the choir, and stood within near the door; and, as there was not sufficient space in the choir to admit a large portion of the procession, only the nobility, great officers of state, dukes of the blood royal, and his royal highness the Prince of Wales, proceeded into the choir, with those who had especial duties in the solemnity. Near the entrance of the church, the dean and prebendaries, attended by the choir, the priests and gentlemen of his majesty's chapel royal, and the minor canons and vicars choral of St. Peter's, Westminster, singing the first part of the burial service, set by Dr. Croft, fell into the procession immediately after the great banner, and before the heralds who bore the trophies.

The body, having been taken from the funeral car, was borne into the church and choir by eight seamen of the Victory; and the remainder of the procession followed in the order as before marshalled.

The chief mourner, and his two supporters, were seated on chairs at the head of the body; and the six assistant mourners, and four supporters of the



FUGITIVE A. J.

W. Brouley del.

W. E. Worthington sculp.

Published by R. Bowyer, 80, Pall Mall, London, March, 1808.

pall, on stools on each side. The relations of the deceased also near them in the choir.

The officers of the navy and army, who followed in the procession, remained in the body of the church.

The carpet and cushion, on which the trophies were to be deposited, were laid, by the gentlemen ushers who carried them, on a table placed near the grave, and behind the place that was occupied by the chief mourner.

The coronet and cushion, borne by Norroy, king of arms, were laid on the coffin; and the canopy borne over it. The bearer of the bannerolls stood near those of the banners.

The gentlemen and choristers of the cathedral, Westminster Abbey, and the Chapel Royal, having ascended the gallery on the east of the organ, where the evening service was performed, the first lesson, Job xiv, to the end of the 15th verse, was read by the Bishop of Chester; and the second, 1 Cor. xv, 20, by the Rev. Dr. Moss; both canon-residentiaries. The Magnificat, set by Mr. Atwood; the Nunc Dimittis; and the Anthem from Psalm xxxix, set by Dr. Greene; were all performed in their proper places.

At the conclusion of the service in the choir, a procession was made thence to the grave, with the banners and bannerolls as before; the officers of arms proceeding with the trophies; the body borne and attended as before; the chief mourner, and his six supporters, placed themselves at the head of the grave; and the assistant mourners, and the relations of the deceased, near to them.

During this procession, a grand solemn dirge, composed for the occasion by Mr. Atwood, was performed by this gentleman. At the grave was sung, "Man that is born of a woman," &c., the first part composed by Dr. Croft, the latter by Purcell. The anthem, "I heard a voice from Heaven," was sung, as composed by Dr. Croft; and after the last collect was performed, from Handel's grand funeral anthem: *verse*, "His body is buried in peace;" *chorus*, "but his name liveth evermore." The remainder of the burial service was read by the Right Reverend the Lord Bishop of Lincoln, dean of St. Paul's.

The service at the interment being over, Garter proclaimed the style; and

the comptroller, treasurer, and steward of the deceased, breaking their staves, gave the pieces to Garter, who threw them into the grave.

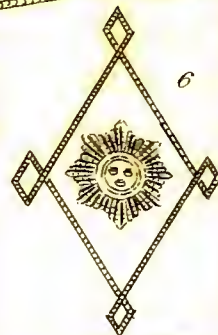
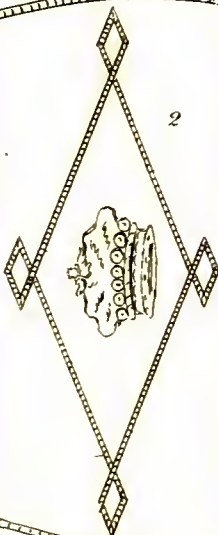
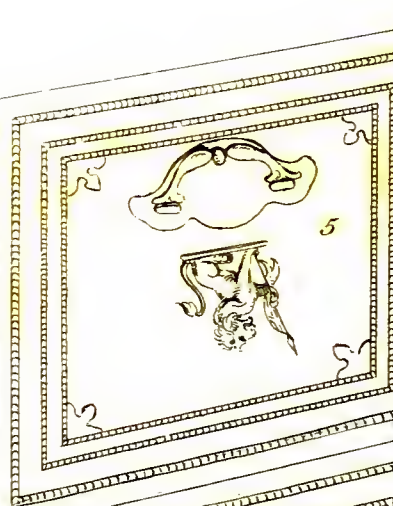
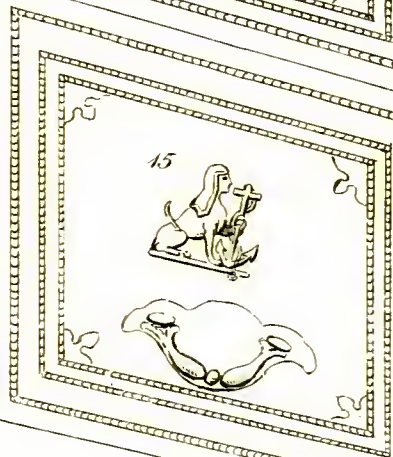
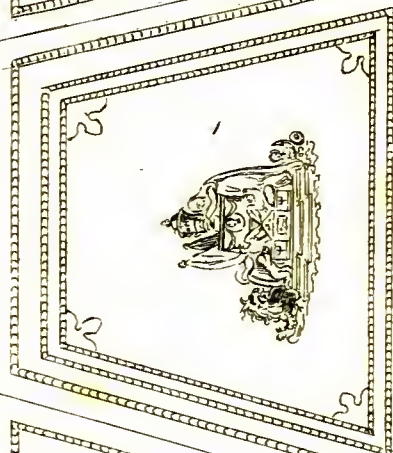
The interment thus ended, the standard, banners, bannerrolls, and trophies, were deposited on the table behind the chief mourner; and the procession, arranged by the officers of arms, returned.

THE END.

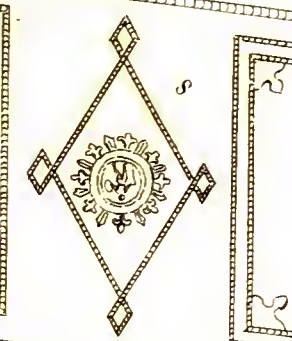
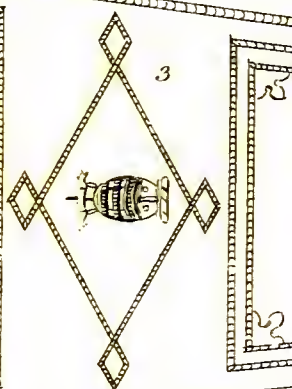
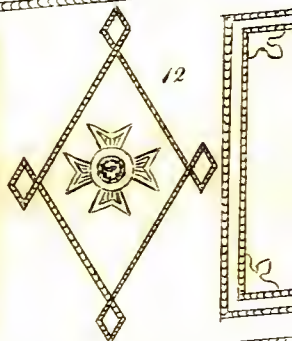
DIRECTIONS TO THE BINDER,

FOR PLACING THE PLATES.

| | |
|---|----|
| Head of LORD NELSON to face the Title-page. | |
| Fac-simile of a Copy of a Letter from his Lordship to follow the Preface. | |
| Pursuit of the Bear to face page | 7 |
| Boarding the American. | 9 |
| Storming a Post at San Juan. | 11 |
| Loss of his Eye before Calvi. | 20 |
| Boarding the San Nicolas | 29 |
| Boarding the San Josef | 30 |
| Encounter off Cadiz | 33 |
| Affair of Teneriffe | 35 |
| Battle of the Nile | 49 |
| Battle of Trafalgar | 89 |
| The Funeral Car | 97 |
| Funeral | 98 |
| The Coffin, to face the end. | |



Deposited
The Most Noble Lord HORATIO NELSON,
Vice Admiral, and Baron Nelson of the Nile,
& of Burnham Thorpe in the County of Norfolk,
Baron Nelson of the Nile, and of Hillborough,
in the said County.
Knight of the Most Honorable Order of the Bath,
Vice Admiral of the White Squadron of the Fleet,
& Commander in Chief of His Majesty's Ships
and Vessels in the Mediterranean.
Also Duke of Bronte in Sicily.
Knight Grand Cross of the Swedish Order
of St. Ferdinand, and of Merit.
Member of the Ottoman Order of the Crescent,
& Knight Grand Commander of the Order
of St. Joachim, Bonn, September 29, 1758.
After a series of distinguished services, he was
the brilliant Admiral who gloriously in the command
of a British Squadron, achieved the victory of the Combined
Fleets of France & Spain, off Trafalgar, 21st October 1805.



LORD NELSON'S COFFIN,

WITH

A DESCRIPTION OF THE ORNAMENTS AND DEVICES.

The Coffin is made of stout Mahogany, and exactly six Feet eight Inches long, twenty-six Inches broad in its widest Part, and nineteen Inches deep, covered with rich black Genoa Velvet, divided in Compartments and Pannels, with no less than 10,000 double gilt Nails.

No. 1. The principal Ornament at the Head represents a Monument supported by Eagles, the Emblems of Victory, with the Portrait of the deceased Hero in Basso-Relievo, surmounted by an Urn containing *His Ashes*, over which reclines the Figure of Grief. At the Base are seen the British Lion, with one of his Paws laid on the Gallic Cock, Sphinxes, and other Trophies, intended to commemorate the memorable Victory which the gallant Admiral obtained on the Shores off Egypt, and to indicate that he might fairly claim the Sovereignty of the Ocean.

No. 2 is a Viscount's Coronet, *the reward of his Services to his King and Country.*

Here follows the Depositum or Inscription Plate.

No. 3 is the first Crest granted to him by His Majesty after the Battle of Cape St. Vincent, when his Lordship boarded and took the San Josef:—the Motto is Faith and Works.

No. 4 is a weeping Figure, (a Cast from the Antique) wrapt up in Drapery, &c. chaste and expressive, Symbols of Grief.

No. 5. On the left Hand Side of the Coffin, next to the Head, is the British Lion with the Union Flag, the Supporter of England, as also that of Lord Nelson's Arms.

No. 6. The Most Honourable Military Order of the Bath, with the Motto, *Tria juncta in Uno.*

No. 7. Directly in the Centre is a beautiful Composition of Britannia and Neptune riding triumphant on the Ocean, drawn by Sea-Horses, and led by Fame; while Neptune is pointing to a Shield, which bears this Motto, *Viro immortalis.*

No. 8 is the Order of St. Ferdinand, which he received from the King of Naples, with its Motto, *Fide et Merito.*

No. 9 is a Crocodile, an Attribute in consequence of the glorious Victory of the Nile.

No. 10. At the Foot of the Coffin is a Naval Trophy.

No. 11. On the right Hand Side towards the Foot is a Dolphin, the noblest Fish of the Seas, and was formerly claimed by the Heir of France.

No. 12. The Order of St. Joachim, transmitted to him by the Emperor Paul, as Grand Master of the Knights of Malta, *junxit Amicus Amor.*

No. 13. In the Centre on the left Hand are again Britannia and Neptune riding triumphant on the Ocean, drawn by Sea-Horses, &c. as on the opposite Side.

No. 14 is the Order of the Great Crescent, which was transmitted to the Noble Admiral by the Imperial Sultan after the glorious Battle of the Nile.

No. 15 is the Sphinx, the Emblem of Egypt.

No. 16. At the Head End of the Coffin are other Naval and Military Trophies, with his Lordship's Arms on a Shield.

This Coffin was made by Mr. CHITTENDEN, under the Directions of Mr. FRANCE, Pall Mall; the Handles and Corner-Plates by Mr. HOLMES, under the Directions of Mr. BIDWELL; and the Ornaments and emblematical Devices composed and furnished by R. ACKERMANN, Strand.

